OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL' OFFICE.

The China Mail.

THE 'HONGKONG CHINESE MAIL'
香港中華日報
(Hongkong Wa Tsz Yat Po.)
ISSUED DAILY.

CHUN UN MAN,
Manager and Publisher

SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

Established February 1845.

No. 10,657 | 英一千八百九十七年四月廿二號 | HONGKONG, THURSDAY, APRIL 22, 1897. | 丁酉年三月廿一日 | PRICE, $2.50 PER MONTH.

AGENTS FOR THE *CHINA MAIL*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.
PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Bateliere*.
NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.
CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.
SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.
CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, H. W. CHURCHILL. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £350,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %
T. H. WHITEHEAD,
Manager.

Hongkong, October 17, 1896. 846

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | E. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 171

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 6,500,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
SIR C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING,—Deputy Chairman.
C. Beurmann, Esq. | R. L. Richardson, Esq.
G. D. Böning, Esq. | R. Shewan, Esq.
G. B. Dodwell, Esq. | N. A. Siebs, Esq.
R. M. Gray, Esq. | Gerald Slade, Esq.
David Gubbay, Esq.
A. J. Raymond, Esq.
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of ½ per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3 " "
" 12 " 4 " "
T. JACKSON,
Chief Manager.

Hongkong, April 10, 1897. 368

AN EFFECTUAL STOP
IS PUT TO ALL ANXIETY
BY
THE NEW GUARANTEED CASH VALUE POLICY
OF THE
'EQUITABLE.'

This Policy provides three things; (1) Protection for the family; (2) Provision for the assured's later years; (3) A valuable investment.

When three annual premiums have been paid the policy acquires yearly thereafter three distinct GUARANTEED values in (1) paid-up assurance; (2) Cash; (3) Loan at 5 per cent.

This policy is pronounced by experienced men of business to be the best and most liberal contract of life assurance ever issued; and it is offered by an office having the splendid SURPLUS of £3,600,000 sterling to support its GUARANTEES.

Full Particulars and Illustrations from the GENERAL AGENTS,
SHEWAN, TOMES & CO.,
or
J. T. HAMILTON,
Manager for the East.

Hongkong, October 20, 1896. 1107

Business Notices.

MUSICAL DEPARTMENT.

NEW STOCK OF INSTRUMENTS.

NEW MODEL MANDOLINES, BY WASHBURN,
At $50, $75, $100, $125,
VINACCIA MANDOLINES @ $35 to $100.
CHEAP MANDOLINES FROM $10.

MUSICAL BOXES,
by Nicolé Frères of Geneva,
Playing the latest popular Airs and Dances; from $25 Upwards.

TEMLETT'S NEW ZITHER BANJOS.
FIVE AND SEVEN STRINGS.
PRICES FROM $25 to $80,
CHEAP BANJOS FROM $5.

A CHOICE STOCK OF PIANO CANDLE SHADES IN TASTEFUL COLOURS AND NOVEL DESIGNS.

657 LANE, CRAWFORD & Co.

UNITED ASBESTOS ORIENTAL AGENCY,
LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, Ltd., LONDON,
Pioneers of the Asbestos Trade.
Contractors to H. M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The best qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H. M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.
Superintendent: ... ... THOS. SKINNER.
DODWELL, CARLILL & Co.,
1281 *General Agents.*

HONGKONG HOTEL.

TRY OUR

SPECIAL WHISKEY.

345

L. MARTEL & Co.,
WINE AND SPIRIT MERCHANTS AND COMMISSION AGENTS.
24, *QUEEN'S ROAD.*
CHABLIS.
POMMARD.
CHAMBERTIN.
BREAKFAST and After DINNER WINES, Red and White.
All our WINES are guaranteed pure and unadulterated.
1862 Price List on Application.

HONGKONG BUTCHERY,
Nos. 11, 13, and 15 Central Market.

PRIME BEEF AND MUTTON.
VEAL SAUSAGES.
CORNED BEEF AND TONGUES.

Hongkong, March 1, 1897. 424

AQUARIUS.

'NO Filter has ever been invented which can be relied on to catch the Germs of Cholera. The real safeguard against danger of this kind is either to drink no water at all or to drink only DISTILLED WATER.'—ST. JAMES'S GAZETTE, London.

NOTE.—Only pure treble distilled water is used in the manufacture of 'AQUARIUS.'

ESTD. 1864. 15, QUEEN'S ROAD. *Telephone 75.*
Caldbeck, Macgregor & Co.,
SOLE AGENTS. 785

DICK'S (LATE HANNAY'S)
PATENT COMPOSITION.

The Cunard Steamer 'LUCANIA,' which holds the record for quickest passages across the Atlantic is coated with this Composition.

Also in Use by the EMPRESS Line of Steamers.
2563 HARRY WICKING & Co., *Sole Agents in Hongkong.*

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

Zinka, by Marie Corelie	$ 1.25	The Navy and the Nation, by Clarke and Hurstfield	$ 6.00
Farthest North, by Nansen, 2 Vols...	2 50	Modern Science and Modern Thought, by Laing	2.00
The British Mercantile Marine, by Blackmore	2.75	Human Origin, by Laing...	2.00
The Engineer's Year Book, 1897, by Kempe...	4.25	Nansen's Life, 1861-1893	5.00
Munro and Jamieson's Pocket Book Electrical Rules and Tables ...	4.75	British India, by Fraser	2.75
Trooper Peter Halket of Mashonaland, by Rhodesian	3.00	Canada, by Bourinot...	2.75
		Riding on the Flat and across Country, by Hayes	3.00

Queen's Road, Under Hongkong Hotel.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—*PRAYA.*

SOLE EASTERN AGENTS FOR:

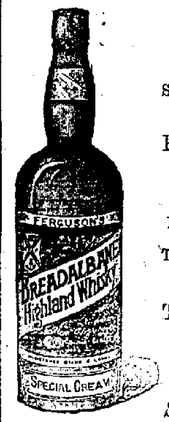
TRADE MARK. BELL'S ASBESTOS.

ALUMINIUM & GENERAL FOUNDRY SYN. LTD., NEW WIRE WOVE ROOFING Co.
SNOWDON SON'S & Co., 'SNOWORIFF,' GEIPEL'S STEAM TRAP.
BERGER & SONS' LTD., PAINTS & VARNISH, TURTON BROS. & MATTHEWS' STEEL GOODS.
W. WILSON CORBETT, (SATURN AND SCANDINAVIA BELTING).

Bell's Packings and Jointings are used by the British, French, Russian, Italian, Swedish and Spanish Navies, also by Principal English, Colonial and South American Railway Companies.

24 W. JACKSON, *Manager.*

ASK FOR FERGUSON'S



P. & O.
SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.
FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.
These are the finest productions of Scotland; devoid absolutely of all deleterious matter.
THE CRÈME DE LA CRÈME OF WHISKIES.
PURE AND MILD.



Sole Importers,
724 F. BLACKHEAD & Co.



P. D. C.
TRADE MARK.
A BLEND of OLD SCOTCH WHISKY, fully matured, with soft delicate Bouquet.
PRICE, $12.00 per dozen.
行洋和源
Hong Name
YUEN WO.
SOLE AGENTS,
GANDE, PRICE & Co.,
Wine and Spirit Merchants.
TELEPHONE No. 135. 661
12, Queen's Road Central.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
JAPAN.....	*Verona*	C. H. S. TOCQUE, R.N.R....	Noon, 23rd April.
KOBE & Y'HAMA	*Socotra* *.....	J. PAINE, R.N.R.	4 p.m., 23rd April.
LONDON.....	*Japan*.....	T. LEIGH.....	About 29th April.

* For Freight (only).

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, H. A. RITCHIE, *Superintendent.*

Hongkong, April 22, 1897. 730

W. POWELL & Co.

NEW CORSETS.

Z.Z.—PRIMA DONNA, P.D.—COMPRESSOR, ZEFFOLITE, RIVAL, HAIDEE, LA FIANCEE, POLO, MAIDS, &c., &c.

STAY BUSKS, CORSET SHIELDS, BUSK PROTECTORS, &c., &c.
W. POWELL & Co.
Hongkong April 10 1897 739

BURKE'S BOTTLINGS. BURKE'S BOTTLINGS.

	Per cask of 4 doz. qts.	8 doz. pints.
BASS & Co.'s FINEST PALE ALE, ...	$17.25	$22.50
GUINNESS' EXTRA FOREIGN STOUT, ...	17.50	22 75

CONDITION GUARANTEED.
BURKE'S BOTTLINGS ARE THE ONLY *RELIABLE BOTTLINGS* OF THESE FAMOUS BEVERAGES.

553 HARVIE & Co., *Agents.*



EDWARDS'
"HARLENE" FOR THE HAIR
WORLD-RENOWNED
Hair Producer and Restorer.
Is the Best Dressing, specially prepared and Perfumed for Toilet Use.



"HARLENE" PRODUCES LUXURIANT HAIR, PREVENTS ITS FALLING OFF AND TURNING GREY.
Unequalled for Promoting the Growth of the Beard and Moustache.
THE WORLD-RENOWNED REMEDY FOR BALDNESS.
For Curing Weak and Thin Eyelashes, Preserving, Strengthening, and Rendering the Hair beautifully Soft. For removing Scurf, Dandruff, etc., also for Restoring Grey Hair to its Natural Colour, it is without arrival. Physicians and Analysts pronounce it to be devoid of any metallic or other injurious ingredients. 1s., 2s. 6d., and (triple 2/6 size) 4s. 6d. per Bottle. May be had from Chemists, Hairdressers, and Perfumers all over the World.
EDWARDS' "HARLENE" CO., 95, HIGH HOLBORN, LONDON, W.C.

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 2, 1895. 99

JAPANESE FINE ART CURIOS.
KUHN & KOMOR,
21 & 23, Queen's Road, Hongkong; 35, Water Street, Yokohama; and 39, Bluff on Street, Kobe.

Business Notices.



Synonyms: SCHLITZ and PURITY.

Insist on having
Schlitz Beer
THE BEER THAT MADE MILWAUKEE FAMOUS.
NOTE OUR LABEL—AND TAKE NO OTHER.

HIGHEST AWARD FOR PURITY.

SCHLITZ BEER Received the Highest Award at the Columbian Exposition.

Sole Agents for Hongkong:
WATKINS & Co.,
66, *QUEEN'S ROAD CENTRAL, HONGKONG.*
WAI KIN TAI YEUK FONG.
威建大藥房 740

Green Island Cement Company, Limited.
MANUFACTURERS OF
PAVING BRICKS
PORTLAND CEMENT
PAVING TILES
DRAIN-PIPES
FIRECLAY
WORKS, { GREEN ISLAND, MACAO. DEEP WATER BAY, HONGKONG.
SHEWAN, TOMES & CO., GENERAL MANAGERS, HONGKONG.

Intimations.

FOR SALE
BY
PUBLIC TENDER.

In accordance with a Resolution of the Hyogo Municipal Council, passed 26th February, 1897.

THE LOT OF LAND, No. 38 Foreign Concession, Kobe, measuring 375⅞ *tsubo* more or less, Perpetual Lease as per title-deed, with the BUILDINGS thereon, viz:—
1.—THE MUNICIPAL HALL, occupying about 95 *tsubo*. Two-storied.
2.—THE JAIL, 65 *tsubo*. One-storied.
3.—POLICE QUARTERS, 16 *tsubo*. Two storied.
4.—ENGINE HOUSE, 42 *tsubo*. Two-storied.
5.—WATER-CART HOUSE, 16 *tsubo*. One-storied.
The Jail is built entirely of Brick; all the other Buildings are of the usual framework construction.

CONDITIONS OF TENDER.

The said Buildings and Lot of Land will be sold subject to the following conditions, viz.:—That they be Rented to the Council for such time as they may require at a Yearly Rental, to consist of a certain percentage to be computed on the purchase-money, and which said percentage is to be stated in all Tenders.
All Tenders to be sent in to the Municipal Superintendent, not later than 31st day of May next ensuing.
By order of the
HIOGO MUNICIPAL COUNCIL,
H. TROTZIG,
Superintendent.
March 22, 1897. 764

CEMENTIGHT.

A PAINT,—non-conductor of Heat or Cold, impervious to dampness, and also Fire Proof.
Specially Suitable for the Covering of Buildings.
A protection against high and low temperatures.
A preserver of all kinds of Timber against insects.
An indestructible Paint on Iron, Bricks and every description of Plaster, Lime or Cement.
For further particulars, apply to
BARRETTO & Co.,
General Agents.
Hongkong, March 15, 1897. 534

KELLY & WALSH, LTD.

FORTY-ONE YEARS IN INDIA.
FROM SUBALTERN TO COMMANDER-IN-CHIEF
REMINISCENCES OF FIELD-MARSHALL LORD ROBERTS, OF KANDAHAR.—With PORTRAITS & MAPS, 2 Vols., 12th Edition.....$19.00

'To those who love records of daring and adventure, or have not learned or tired of learning anew what the British Soldier is, this thrilling story may be commended as second to none.'—*Pall Mall Gazette.*

KELLY & WALSH, LIMITED.
Hongkong, April 17, 1897. 759

Intimations.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE Annual General MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE, will be held on WEDNESDAY, the 28th April, at 3 o'Clock p.m., at the Rooms of the CHAMBER, CITY HALL, for the purpose of receiving the Report of the Committee and passing the Secretary's Accounts for the year ending 31st December, 1896.
R. CHATTERTON WILCOX,
Secretary.
Hongkong, April 20, 1897. 793

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Interim BONUS of TWENTY PER CENT. upon Contributions for the year 1896 has been declared.
WARRANTS will be issued on the 30th Instant.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, April 16, 1897. 778

NEW STORE AT KOWLOON.

MR. H. RUTTONJEE has much pleasure in informing his numerous Patrons in KOWLOON and HUNGHOM that he intends to open, from
1st MAY NEXT,
A BRANCH STORE AT NOS. 19 AND 20, ELGIN ROAD, TSIMSHATSUI.
He hopes, by attention to the Orders of his Customers, to merit their continued support.
Hongkong, April 13, 1897. 762

FOR SALE.

J. & G. STODART'S
FINE, OLD
WEST OF SCOTLAND
Whisky.
Dodwell, Carlill & Co.,
Praya Central.
Hongkong, March 23, 1897. 595

Mitsui Bussan Kaisha,
No. 8, Queen's Road, Central.

HEAD OFFICE:—TOKIO.
BRANCH OFFICE:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI TIENTSIN, NEWCHWANG and all PORTS in JAPAN.
AGENCIES:—
MIIKE COAL MINES.
ONOUBA COAL MINES.
KANADA COAL MINES.
TOKIO MARINE INSURANCE Co., LTD.
MEIJI FIRE INSURANCE Co., LTD.
IMPERIAL GOVT. PAPER MILL, Japan.
COTTON CLEANING & WKG. Co., S'hai.
ONODA CEMENT COMPANY, Japan.
KANEGAFUCHI COTTON SPING MILL, "
MIIKE COTTON SPING MILL, LTD., "
TOKIO COTTON SPINNING MILL, "
HAYASHI CLOCK FACTORY, "
Hongkong, December 11, 1896. 19

Entertainment.

AN ORGAN RECITAL

WILL BE GIVEN BY

MR. A. G. WARD,

IN

ST. JOHN'S CATHEDRAL,

ON

MONDAY,

April 26th, 1897, at 5.45 p.m.

VOCALISTS :— { MISS MURRAY BAIN. MR. D. K. SLIMAN.

Mr. WARD will play the following ORGAN pieces :—

Fugue ('St. Ann's') in E flat...*J. S. Bach.*
Serenade (Schubert) arranged for Organ by... } *E. H. Lemare.*
Andantino ... ...*Caesar Franck.*
Fantasia ... 'The Storm' ...*J. Lemmens.*
Festive March ... ...*H. Smart.*

Hongkong, April 21, 1897. 802

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, at the Residence of Mr. R. MARTEN, Mountain View No. 4, the Peak, on

SATURDAY,

the 24th April, 1897, Commencing at 2.30 p.m.,—

THE WHOLE OF THE

VALUABLE HOUSEHOLD FURNITURE,

Comprising :—

SILK TAPESTRY DRAWING ROOM SUITE, BLACKWOOD CARVED BOOKCASE, BLACKWOOD FLOWERSTANDS, SILK TAPESTRY PORTIERE and CURTAINS, OAKCARVED SIDEBOARD, JAPANESE CLOISONNE JARS and VASES, CHINESE BLUE and WHITE PLATES and VASES, LARGE CAMPHORWOOD CLOTHES CHEST with TIN DRAWERS, WARDROBES with and without GLASS, MUSIC STANDS, JAPANESE LACQUERED PLACQUES, CHERRY LACQUER FRAMES, BEDSTEADS, WRITING DESKS, CHAIRS, TABLES, GLASSWARE, CROCKERY, CUTLERY, PLATEDWARE, EXQUISITE ENGRAVINGS, OVERMANTELS, KITCHEN, PANTRY, and BATHROOM REQUISITES, FLOWERS, FERNS, ETC., ETC., ETC.

1 BEAUTIFUL DINNER SET, COMPLETE, WHITE and GOLD PAINTED.

1 PIANO,—COLLARD and COLLARD GRAND,—in very FINE CONDITION, ESPECIALLY BUILT for this CLIMATE.

On view from *Wednesday*, the 21st April. Catalogues at the Undersigned's.

TERMS OF SALE.—Cash on delivery, as Customary.

PAUL BREWITT,
Auctioneer.

Hongkong, April 17, 1897. 787

PUBLIC AUCTION.

BY Order of the OFFICIAL ADMINISTRATOR, the Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 27th day of April, at 2.30 p.m., at his Sales Rooms, Queen's Road,—

SUNDRY JEWELLERY,

belonging to the Estate of the late NORBERTO J. GOMES and D. S. HEAYSMAN,

Comprising :—

DIAMOND, RUBY and EMERALD RINGS.
PEARL SCARF-RING and BROOCH.
LADY'S GOLD WATCH.
LADIES' and GENTS GOLD WATCH CHAINS, GOLD NECKLACE, BROOCHES, EARRINGS, PENDENTS, LOCKETS, HAIR-PINS and STUDS.
GOLD and TORTOISE-SHELL FRAMED EYE GLASSES.

Also, at the same time,

ONE GOLD WATCH, CHAIN and PENCIL, by JOHN NOBLE, belonging to the Estate of the late LOUIS GRUNAUER.

TERMS OF SALE :—As Customary.

J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, April 20, 1897. 799

To-day's Advertisements.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE S.S. *MIRZAPORE*, Captain J. F. JEPHSON, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 6th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 22, 1897. 809

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

FALLS OF DEE, British 4-masted ship, Captain J. H. Lock.—Standard Oil Co.

LANDSEER, American ship, Capt. John B. Stahl.—Dodwell, Carlill & Co.

TORRISDALE, British 4-masted barque, Capt. R. Buchanan.—Standard Oil Co.

To-day's Advertisements

NOTICE.

MAGISTRACY, 22nd April, 1897.

THE Application for the TRANSFER of the LICENCE of the WESTERN HOTEL having been withdrawn, the Adjourned MEETING of HER MAJESTY'S JUSTICES of the PEACE fixed for SATURDAY, the 24th Instant, at Noon, will not be held.

H. E. WODEHOUSE,
Police Magistrate.

808

ROYAL HONGKONG YACHT CLUB.

THE CLOSING CRUISE will take place on SUNDAY, the 25th April, 1897. The COMMODORE will leave moorings at NOON, and the Fleet will follow.

Each Crew will take its own Tiffin.

There will be a LADIES' RACE about 3 p.m.

The *Victoria*, kindly lent by H.E. The GOVERNOR, will be available for Members and Lady Friends, and Tea will be provided.

A. DENISON,
Hon. Sec., R.H.K.Y.C.

Hongkong, April 22, 1897. 807

VICTORIA CHAPTER, No. 525 E.C.

A CONVOCATION of EMERGENCY of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 27th April, at 8.30 for 9 p.m. precisely. VISITING COMPANIONS are cordially INVITED to attend.

Hongkong, April 22, 1897. 805

ZETLAND LODGE,

No. 525 E.C.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 1st May, at 8.30 for 9.00 p.m. precisely. VISITING BRETHREN are cordially INVITED to attend.

Hongkong, April 22, 1897. 806

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	FRIDAY, April 23, at daylight.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	TUESDAY, May 11, at noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	SATURDAY, May 29, at noon.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 23rd April, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, April 22 1897. 677

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship *Hoihow*, Captain PENNEFATHER, will be despatched as above TO-MORROW, the 23rd Instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 22, 1897. 804

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Australian Ports	Yamashiro Maru (s)	Nippon Yusen Kaisha.	April 23, at 4 p.m.
Bremen & Ports of Call	Bayern (s)	Norddeutscher Lloyd.	April 27, at 9 a.m.
Japan	Verona (s)	P. & O. S. N. Co.	April 23, at noon.
Kobe and Yokohama	Socotra (s)	P. & O. S. N. Co.	April 23, at 4 p.m.
London	Japan (s)	P. & O. S. N. Co.	About April 29.
London, v. Ports of Call	Mirzapore (s)	P. & O. S. N. Co.	May 6, at noon.
London & Ports of Call	Riojun Maru (s)	Nippon Yusen Kaisha.	April 29, at 4 p.m.
London; v. Suez Canal	Menelaus (s)	Butterfield & Swire	May 2.
Manila	Yuensang (s)	Jardine, Matheson & Co	April 23, at 4 p.m.
Marseilles, v. Saigon	Salazie (s)	Messageries Maritimes	April 28, at noon.
Sandakan and Kudat	Deucalion (s)	Butterfield & Swire	April 24, at 4 p.m.
S. Francisco, v. Japan	Peru (s)	Pacific Mail S. S. Co.	May 1, at noon.
S. Francisco, v. Japan	Belgic (s)	O. & O. S. S. Co.	April 23, daylight.
S. Francisco, v. Kobe	Glenavon (s)	Pacific Mail S. S. Co.	About April 28.
San Francisco	Falls of Dee	Shewan, Tomes & Co.	Quick despatch.
Shanghai	Hoihow (s)	Butterfield & Swire	April 23, at noon.
Shanghai, Kobe & Y'ma	Yarra (s)	Messageries Maritimes	About April 24.
S'pore, H'vre, L'on & H'bg	Hertha (s)	Siemssen & Co.	May 1.
S'pore, Penang & C'tta	Catherine Apcar (s)	D. Sassoon, Sons & Co.	April 23, at 3 p.m.
S'tow, Amoy & T'foo	Thales (s)	Douglas Lapraik & Co.	April 25, daylight.
Tacoma (Wash.), &c.	Mount Lebanon (s)	Dodwell, Carlill & Co.	April 5.
Vancouver (B.C.), &	Empress of India (s)	Canadian P'fic R. Co.	April 28, at noon.
Victoria, & Vancouver,	Hupeh (s)	Canadian P'fic R. Co.	About April 24.

Mongkut, British str., 859, A. S. Calder, Bangkok April 16, Rice and General.—YUEN FAT HONG.

Thales, British steamer, 820, J. Douglas, Taiwanfoo April 17, Amoy 19, and Swatow 21, General.—DOUGLAS STEAMSHIP CO.

Frejr, Danish steamer, 390, Funder, Haiphong April 19, General.—A. R. MARTY.

Strathallan, British steamer, 1,500, T. O. Macoubrey, Hongay April 19, Coal.—JARDINE, MATHESON & CO.

Vulcan, Norwegian steamer, 954, Emil Andersen, Saigon April 18, General.—HARLING, BUSCHMANN & MENZELL.

DEPARTURES.

April 22 :—

Hanoi, for Hoihow.
Changsha, for Port Darwin, &c.
Namoa, for Swatow.
Thames, for Europe, &c.
Henry Failing, for Victoria, B.C.
Kwongsang, for Swatow.
Whampoa, for Shanghai.
Glaucus, for Singapore and London.
Australian, for Port Darwin, &c.
Humber, British storeship, for Yokohama.

CLEARED.

Stanfield, for Singapore.
Ask, for Pakhoi.
Erato, for Singapore and Hamburg.
Yriake Maru, for Kobe.
Belgic, for Shanghai and San Francisco.

PASSENGERS.

ARRIVED.

Per *Mathilde*, from Haiphong, Mr C. G. Bogge, and 24 Chinese.

Per *Mongkut*, from Bangkok, 24 Chinese.

Per *Thales*, from Taiwanfoo, &c., Mr and Mrs Vostein and child, Mrs Ewanson, and 84 Chinese.

Per *Vulcan*, from Saigon, 33 Chinese.

DEPARTED.

Per *Thames*, from Hongkong: for Singapore, Mr H. T. Begley, and Mrs Buddery; for Ismailia, Mr S. Rinaldo; for London, Madam The O'Gorman, Lieut. O. H. Davies, R.N., Lieut. J. M. D. E. Warren, R.N., Mrs Inchbald and 3 children, Miss Goulder, Mrs Irwin, Messrs A. H. Sharp and R. Berwick, Coy.-Sergt.-Major Morgan, R.E., Mrs Morgan and 3 children. From Shanghai: for London, Mrs Archibald Little, Mr R. S. Thomson, Dr and Mrs D. Christie and 2 children, Rev. and Mrs Douglas and 2 children, Mr F. W. Grossman, Misses Mulligan, Stayner, Mertens, F. Lloyd, Cowley, and Hattrem, Master A. Youngman, and Mr Lawson. From Yokohama: for Colombo, Mr and Mrs Trafford; for Bombay, Mr R. English; for London, Misses Hogg and C. Hogg.

Per *Namoa*, for Swatow, Mr Neubrunn; for Amoy, Mr French, and 200 Chinese.

Per *Australian*, for Sydney, &c., Mrs Toll, Master Toll, Misses Tennant, Bestic, Helms, and Clarke, Mr Forrest, Mr and Mrs Carse, and Mr J. Henry.

Per *Kwongsang*, for Swatow, 4 Chinese.

TO DEPART.

Per *Ask*, for Pakhoi, 107 Chinese.

Per *Erato*, for Singapore, 1 European and 16 Chinese.

Per *Belgic*, for Shanghai, 37 Europeans and 523 Chinese.

SHIPPING REPORTS.

The British steamer *Thales* reports: Taiwanfoo to Amoy, strong N.E. monsoon and heavy sea. Amoy to Swatow, moderate N.E. monsoon and heavy sea. Vessels in Taiwanfoo: *Anna Bertha* and *Orient*. Steamers in Amoy: *Esmeralda*, *Foochow*, *Fausang*, and *Progress*. Steamers in Swatow: *Loyal*, *Tientsin*, *Kiang-nan*, and *Haimun*.

SHIPPING.

ARRIVALS.

April 21 :—

Mathilde, German str., 600, T. H. Berg, Haiphong April 18, and Hoihow 20, General.—JEBSEN & CO.

April 22 :—

Whampoa, British str., from Canton.

Fatshan, Chinese str., from Canton.

Oanfa, British steamer, 1,970, J. Baxter, Kutchinotzu April 17, Coal.—HOLLIDAY, WISE & CO.

POST OFFICE NOTICES.

MAILS will close :—

For SWATOW, AMOY & TAIWANFOO.—
Per *Thales*, at 5 p.m., on Saturday, the 24th April.

For HOIHOW, SINGAPORE & BANGKOK.—
Per *Mongkut*, at 9 a.m., on Sunday, the 25th April.

For EUROPE, &c., INDIA VIA TUTICORIN.—
Per *Bayern*; Registration at 7.30 a.m., Letters at 8 a.m., on Tuesday, the 27th April. (Late Letters 8.10 to 8.30 a.m.)

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—

The Canadian Pacific Mail Packet *Empress of India* will be despatched on WEDNESDAY, the 28th April, with Mails for Shanghai, Japan, United States, Canada, &c., which will be closed as follows :—

10.00 A.M. Registry ceases.
10.45 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of* 10 *cents extra Postage*, until the time of departure.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Salazie* will be despatched on WEDNESDAY, the 28th April, with Mails for the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE
ENGLISH AND FRENCH MAILS.
When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.
11.00 A.M.—Mail closes.
LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

MONEY LETTERS.—The Post Office decline all responsibility for unregistered Letters containing bank notes, coin, or jewellery, and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters (Post Guide, Par 80).

LOCAL DELIVERIES.—Separate Boxes have been provided for posting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah facing Queen's Road.

REGISTRATION.—Correspondence can be registered for all Private Ship mails up to five minutes before the time for closing; for the Shanghai or Japan contract mails up to a quarter of an hour before; for mails for Europe, America, and Canada, &c., up to an hour before; for Indian, Northern Pacific, and Torres Straits mails, up to half an hour before.

Letters, parcels, &c., for Kowloon Point and Steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m. Letters *from* Kowloon Point may be posted in the Letter Box which has been placed in the Police Compound outside the Charge Room up to 12 and 4 o'clock, and in the Pillar Box at the Wharf. Local Rates will be charged. To avoid robbery, senders of letters *from* Kowloon are requested to cancel their stamps by writing the word *stamped* across them. Covers containing Bank Notes, &c., should be registered. No Sunday delivery.

Letters, &c., for the Peak will be delivered by the 12 and 5.30 o'clock trams only. Correspondence and Parcels for the Peak may be posted in the General Post Office up to 11.30 a.m. or 3 p.m. or in the letter boxes in the cars till time of departure. With regard to letters from the Peak, Pillar boxes have been placed at Magazine Gap, Victoria Gap, Mount Kellett, Mount Gough, and Plantation Road, which will be cleared at 12.30 and 4 p.m.

POST OFFICE NOTICES.

MAILS will close :—

For NAGASAKI, KOBE & YOKOHAMA.
Per *Verona*, at 11.30 a.m., on Friday, the 23rd April.

For TAMSUI.—
Per *Activ*, at 11.30 a.m., on Friday, the 23rd April.

For PAKHOI & HAIPHONG.—
Per *Ask*, at 11.30 a.m., on Friday, the 23rd April.

For SHANGHAI.—
Per *Hoihow*, at 11.30 a.m., on Friday, the 23rd April.

For MACAO.—
Per *Heungshan*, at 1.30 p.m., on Friday, the 23rd April.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Catherine Apcar*, at 2 p.m., on Friday, the 23rd April.

For KOBE & YOKOHAMA.—
Per *Socotra*, at 3.30 p.m., on Friday, the 23rd April.

For THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—
Per *Yamashiro Maru*, at 3.30 p.m., on Friday, the 23rd April.

For MANILA.—
Per *Yuensang*, at 3.30 p.m., on Friday, the 23rd April.

For CANTON.—
Per *Fatshan*, at 5 p.m., on Friday, the 23rd April.

For KUDAT & SANDAKAN.—
Per *Deucalion*, at 3.30 p.m., on Saturday, the 24th April.

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *Belgic* will be despatched on THURSDAY, the 22nd April, with Mails for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows :—

4 P.M. Registry ceases.
5 P.M. Post Office closes.

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.90	30.00	29.89
Temperature	79	78	75
Humidity	61	70	75
Direction of Wind	—	W	E
Force	0	1	2
Weather	b	b	b
Rain	—	—	—

Highest open air temperature on the 21st........ 80
Lowest open air temperature on the 21st........ 65

F. G. FIGG, *First Assistant,*
Hongkong Observatory, April 22, 1897.

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

HONGKONG, April 22, 1897.

BAROMETER—	9 A.M.	29.95
Do.	1 P.M.	29.88
Do.	4 P.M.	29.85
THERMOMETER—	9 A.M.	75
Do.	1 P.M.	79
Do.	4 P.M.	79
Do. (Wet bulb)	9 A.M.	71
Do. Do.	1 P.M.	78
Do. Do.	4 P.M.	74
Do. Maximum		79
Do. Minimum overnight		72

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Occidental & Oriental Steamship Co.'s Steamer *Belgic* leaves for Shanghai, Japan and San Francisco.
Noon.—*Verona* leaves for Japan.
Noon.—*Hoihow* leaves for Shanghai.
3 p.m.—*Catherine Apcar* leaves for Straits and Calcutta.
4 p.m.—*Socotra* leaves for Kobe.
4 p.m.—*Yamashiro Maru* leaves for Australian Ports.
4 p.m.—*Yuensang* leaves for Manila.

General Memoranda.

SATURDAY, April 24 :—
2.30 p.m.—Auction of Household Furniture, &c., at the Residence of Mr. R. Marten, Mountain View No. 4, the Peak.

MONDAY, April 26 :—
5.45 p.m.—Organ Recital, in St. John's Cathedral.

TUESDAY, April 27 :—
2.30 p.m.—Auction of Sundry Jewellery, &c., at Mr. J. M. Armstrong's.
Goods per *Socotra* not cleared after 4 p.m. subject to rent.
9 p.m.—Meeting of Victoria Chapter.

WEDNESDAY, April 28 :—
3 p.m.—Meeting of Members of The Hongkong General Chamber of Commerce, at the Rooms of Chamber.

SATURDAY, May 1 :—
9 p.m.—Meeting of Zetland Lodge.

Quotations.

HONGKONG, April 22, 1897.

OPIUM—New Patna, cash,...		$655
" Old " cash,...		685
" New Benares, cash,		657½
" Old " cash,...		—
" New Malwa, credit,		760/780
Allowance, Taels,...		0/80
" Old Malwa, credit,.		8 /830
Allowance, Taels,...		16/24
" Persian, Oily, cash,.		—
Allowance, Taels,...		—
" Persian, Paper tied		670
Allowance, Taels, ...		8/16

Exchange

HONGKONG, April 22, 1897.

On London—	
Bank, Wire,	2/0⅛
" On demand,	2/0³⁄₁₆
" 30 days' sight,	2/0¼
" 4 months' sight,	2/0⁵⁄₁₆
Credits, 4 " "	2/0¼
Documentary, 4 months' sights,	2/0⅜
On Paris—	
On demand,	2.53
Credits, 4 months' sight,	2.57
On Berlin—Demand,	2.05
On New York—	
On demand,	49¼
Credits, 60 days' sight,	50¼
On Bombay—	
Wire,	160
On demand,	160½
On Calcutta—	
Wire,	160
On demand,	160½
On Shanghai—	
On demand,	72¼
30 days' sight, (private paper)	73¼
Gold Leaf, 100 fine, (per tael)	$50.25
Sovereigns (Bank's buying rate)	$ 9.73
Silver (per oz.)	28⅛d.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL those are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKEY marked 'E' is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, April 14, 1897. 772

The publication of this issue commenced at 6.50 p.m.

The China Mail.

HONGKONG, THURSDAY, APRIL 22, 1897.

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD BOUND :—*Taishun*, March 5th; *Takao*, 13th; *Yamaguchi Maru*, 16th; *Argyle Thyra*, 19th; *Poseidon*, *Eskdale*, *Glenlochy*, *Melbridge*, *Teenkai*, 30th; *Dorothea Rickmers*, April 1st; *Gerda*, *Oceana*, *Ulysses*, *Sunda*, 2nd; *Glengyle*, *Cluden*, *Commonwealth*, *Hakata Maru*, 6th; *Oceanien*, *Dordogne*, *Fujisan*, *Hyson*, 9th; *Oopack*, *Prinz Heinrich*, *Methven Castle*, 13th; *Borneo*, *Glenesk*, *Hector*, *Glenfarg*, *Oldenburg*, *Natal*, *Afridi*, *Benvoirlich*, *Thekla*, 20th.

HOMEWARD BOUND :—*Benlomond*, March 26th; *Glenogle*, 30th; *Energia*, *Prometheus*, April 6th; *Canton*, *Kriemhild*, *Balmoral*, *Diomed*, 9th; *Ningchow*, 13th; *Java*, *Strathleven*, 20th.

Mails.

The P.M. Co.'s s.s. *Peru*, with the AMERICAN MAIL of 23rd March, left Shanghai on Monday, the 19th April, at 11 p.m., and may be expected here on or about Thursday, the 22nd April.

The M. M. Co.'s *Yarra*, with the FRENCH MAIL, left Saigon on the morning of 21st April, at 5 o'clock, for this port.

The O. & O. s. s. *Coptic*, with the AMERICAN MAIL of the 1st April, will leave Yokohama on Wednesday, the 21st April, at 8 a.m., and may be expected here on or about Wednesday, the 28th April.

The P. M. Co.'s *City of Rio de Janeiro*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 10th April.

Steamers Expected.

The s. s. *Carmarthenshire*, from New York, left Singapore for Hongkong on the morning of the 17th April, and may be expected here on or about the 23rd April.

The C. N. Co.'s str. *Chingtu*, from Australian Ports, left Port Darwin on the 16th April, and may be expected here on or about Sunday, the 25th April.

The O. S. Co.'s str. *Ulysses*, from Liverpool, left Singapore on the morning of 20th April, and may be expected here on or about Sunday, the 25th April.

The Ben Line str. *Benledi*, from Antwerp and London, left Singapore on the 18th April for this port.

The s.s. *Suisang*, from Calcutta and Straits, left Singapore for this port on Saturday, the 17th inst., at 4 p.m.

The N. G. I. s. s. *Letimbro* left Singapore for this port on the 20th April, and may expected here on or about the 27th April.

The C. M. Co.'s s. s. *Teenkai*, from Glasgow and Liverpool, left Singapore for this port on the afternoon of the 21st April, and may be expected here on or about the 27th April.

The s. s. *Dorothea Rickmers*, from Middlesbro' and Hamburg, passed the Canal on the 1st April, and is due at Singapore on or about the 22nd April.

The C. M. s. s. *Hyson*, from Newport, Glasgow and Liverpool, passed the Canal on the 9th April, and may be considered due at Singapore on or about the 26th April.

The O. R. & N. Pacific s. s. *Mount Lebanon* left Portland, O., on the 7th March.

The s. s. *Monmouthshire* left Victoria for this port on the 7th April.

Latest Advices.

The C. P. R. Co.'s s. s. *Empress of Japan* sailed from Vancouver at noon, on Tuesday, April 20th.

THE returns of plague from the Secretary of the Government at Bombay shows that during the fourteen days ended 17th March 1196 cases were discovered in the City and suburbs of Bombay, and 1048 deaths occurred in the same period, giving a daily average of 85½ cases and 75 deaths.

YESTERDAY afternoon, about five o'clock, the dead body of Sapper William Charles Owen, 23th Company, Royal Artillery, was found in the harbour at Wanchai. Deceased was thirty years of age and had been missing from barracks since midnight on the 17th April. It is not known how the deceased got into the water, but appearances show that the body had been in the water for two or three days.

SIX men were charged to-day, at the Magistracy, with arson in connection with the fatal fire at 90 Jervois Street yesterday morning. The men are the manager and five fokis of the bird's nest shop. Some suspicious circumstances in connection with the outbreak, and the absence of valuables in the building, have justified the Police in the assumption that the fire was due to incendiarism. The case was remanded for a week for further inquiries.

AN outbreak of fire occurred on board the O. & O. mail steamer *Belgic* last night on account of which her departure is delayed. The fire was discovered about twenty minutes past ten o'clock in the No. 1 hold 'tween decks, amongst the Chinese passengers' baggage. The Police were immediately notified of the occurrence, and the floating fire engine was speedily alongside. Inspector Hanson telephoned across to the Central Police Station from the Water Police Station at Tsimshatsui, and Captain Superintendent May and a party of firemen were soon on board. A perfect deluge of water was poured into the hold, and by one o'clock the hold was filled with water right up to the combings and the fire extinguished beyond all doubt. An earthen furnace had been placed in the hold to fumigate the Chinese baggage with sulphur, and the fire was caused by the ignition of a quantity of matting and baggage. All the Chinese baggage in the hold has been destroyed either by water or fire.

W. ROBINSON & CO., Piano and Musical Instrument specialists and experts. Workshops and Factory, Duddell St.; Show Rooms, Queen's Road Central.

*** OWING to pressure on our news space at a late hour, 'Black Bishop's' Chess Column is held over till to-morrow.

H.E. SIR Claude Macdonald arrived from Macao this morning in the *Handy*, and will leave for Swatow, Foochow and Shanghai to-morrow by H.M.S. *Humber*.

IT is expected that the stranded French transport *Canton* will be refloated next week and taken to Tourane. The Salvage Association of Liverpool has sent out a party of engineers to carry on the salvage operations.

THE four-oar race which was fixed to take place on Saturday next in connection with the Victoria Recreation Club has been postponed, and will take place either on Friday, 30th April, or Saturday, March 1.

THE death rate for the week ended April 10 was 14.1 per 1,000 per annum, in comparison with 28.6 in the corresponding week last year. For the week ended 17th April the rate was 14.5, compared with 24.4 in the corresponding period last year.

A RETURN of samples examined under 'The Sale of Food and Drugs Ordinance, 1896' by Mr F. Browne, Acting Government Analyst, for the quarter ended March 31, was submitted at to-day's meeting of the Sanitary Board, showing that he had examined two samples of bread and four of milk, all of which were of good quality.

THE cattle plague is still playing serious havoc in the provinces of Siam. It is said that polluted carcases are being sent to Bangkok and the large villages for consumption as food, and a serious epidemic of disease is predicted amongst the native population. The *Siam Free Press*, in calling attention to the alarming condition of affairs, says :—

One might fairly have expected that stringent instructions would have long ago been posted to every governor and official of infected districts, and that some effort would have been made to check the pollution of the water-courses and the poisoning of the people. Nothing has been done, and no heed has apparently been paid to the loss of revenue from the export of cattle or to the serious injury inflicted upon the cattle trade by such negligence. It is a matter of surprise to many persons besides ourselves that no remonstrance has been made by the Consuls against the lethargy of the authorities, and particularly by the British Consul whose nationals are the chief sufferers by the prevailing epidemic and neglect of the Siamese authorities. The present disgraceful state of affairs is causing a very serious loss to British subjects and to local shipping interests, besides endangering the health of residents and inviting a very virulent pestilence among the natives of this country. Such are the only possible deductions to be drawn from the letter of our correspondent who holds a brief for no side and who, we feel sure, has extenuated nothing or set down aught in malice.

VESSELS AT THE DOCKS:—At *Kowloon*—Kaipan, Chunshan, H.M.S. Narcissus, Activ, Uranus.

Cosmopolitan—China, Yuensang.

Aberdeen.—(None).

30 NEW PIANOS just arrived; best makers. Also Cabin and Transposing Pianos, guaranteed for the climate. W. Robinson & Co.

OUT of the 8,766 hours comprising a year, England is credited with only 1,400 hours of sunshine, or some 3 hours 50 minutes daily, on the average. Spain has 3,000 hours; Italy, 2,300, and Germany, 1,700. It is remarkable that, with such a climatic record, England should be the parent of all out-door sports.

THE following plain tale from the Hills is told in *Vanity Fair*:—'It was at a *table d'hote* dinner at a hill station in India that a very young officer just up from the plains found himself seated next to a lady whom he took for one of the grass widows common in those parts. He made himself agreeable, but his neighbour seemed a good deal out of spirits; so he said, sympathetically—'I suppose you can't help thinking of your poor husband grilling down below?' But the lady was a real widow; and when he learned that he changed his seat.'

'THE Cleanest of Diseases':—The following description of the plague, given by Dr Yersin, may reassure nervous people :—

'The plague is the cleanest of diseases; but a little fever, a little fatigue, a boil, a few hours of suffering, and one dies without the repugnant complications of other epidemics.'

This is really comforting. 'To die; to sleep; no more.' The plague is not so dreadful after all, and if it is begotten in filth it has at least a clean ending.

THE *Singapore Free Press* understands that the War Office are about to supplement the moveable armament of Singapore by the supply of some ten Maxims, almost certainly of ·303 calibre. This in addition to the S.V.A.'s four Maxims of ·450 calibre will materially strengthen the mine-field defence or the power of musketry fire wherever they may be applied. The new additions may be considered a cheap equivalent for about 500 men, and it is never likely that 500 men could be so placed on a front as to develop the fire power of ten Maxims. This expenditure is, of course, Imperial. It is gratifying, incidentally, to see that the S.V.A. were so far in advance of the times as to be fully equipped with their Maxim battery when there was not one in the Imperial army, east of Suez at all events.

THIS is how to push business! A lithographic establishment recently received from a customer a formal circular announcing the death of the head of the firm. It was given to a clerk with instructions to write a letter of condolence in reply, and this is what he sent: 'We are greatly pained to learn of the loss sustained by your firm, and extend to you our heartiest sympathy. We notice the circular you send us announcing Mr. ——'s death is lithographed by Messrs. ——. We regret that you did not see your way to let us estimate for the printing of the same. The next time there is a bereavement in your house we shall be glad to quote you for the lithographic circulars, and are confident that we can give you better work at less cost than anybody else in the business. Trusting that we may soon have an opportunity of quoting you our prices, we remain, with profound sympathy, yours truly, ——.' Need we mention that this 'profound sympathy' was 'made in Germany'?

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, 20th April, 1897.

FRANCE, GREECE AND TURKEY.

France protests against the action of Greece and Turkey.

GREECE AND TURKEY.

The Duke of Sparta and Prince Nicholas have proceeded to the front.

A Greek force in Epirus is advancing on Janina.

It is understood that Servia, Bulgaria and Montenegro, at the request of Russia, have promised not to interfere in the struggle.

A desperate battle has been fought at the Reveni Pass, resulting in the retreat of the Turks across the frontier with heavy loss.

(Le Courier d'Haiphong.)

STRIKE OF MINERS.

PARIS, April 13.

A miners' strike has taken place at Grandcombe (Gard). It is not regarded as serious.

GREAT BRITAIN AND THE CONCERT.

Mr Curzon has declared that Great Britain is acting in the fullest accord with the Powers, that she will endeavour to prevent war, and that she will co-operate in blockading Greece.

GREECE AND TURKEY.

The Christians have besieged the Mussalmans at Bérano, near Montenegro.

PARIS, April 15.

In the Chamber at Athens, M. Delyannis, the Grecian Premier, was warmly applauded when he maintained that the action of Turkey had obliged Greece to call out her army which would soon be ready. The rumour is current that a fresh incursion has been made into Turkey by a Grecian party.

An encounter between Greeks and Turks took place in the neighbourhood of Canea.

EXPLOSION IN A GERMAN MINE.

By an explosion in the Oberhausen Mine at Essen ten miners were killed. The explosion was due to fire-damp.

MOVEMENT OF BRITISH CRUISERS.

Paris, April 14.

Fourteen British cruisers passed through the Suez Canal during the month of March. This unusual movement is attributed to the condition of affairs in the Transvaal.

[This, of course, is absurd. The change of vessels on the China and Australia Stations is responsible for a considerable portion of this 'unusual movement,' whilst the relief of time-expired crews probably accounts for the remainder.—ED., *C.M.*]

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 22nd at 11.25 a. The low pressure area is now lying in the E. part of Japan, where it is blowing hard, and an inland area of high pressure is advancing towards the E. coast of China. Forecast: —, light variable winds; fine and warm.

LAWN TENNIS.

CRICKET CLUB TOURNAMENT.

The following are a few results of the ties in this tournament:—

DOUBLE HANDICAP.

T. S. Smith and J. M. Atkinson (owe 15.3) beat K. W. Mounsey and P. G. Anderson (owe 15.1).

'A' CLASS SINGLE HANDICAP.

F. H. Pellew (owe 15.1) beat H. Humphreys (owe 15).

'B' CLASS SINGLE HANDICAP.

C. E Hume (owe 15.3) beat R. E. Humphreys (owe 15.3).

A. H. Hollingsworth (owe 15.3) beat F. B. Deacon (owe ½ 15).

E. D. Mallinson (owe ¼ 15) beat H. G. Cooke (scratch).

PROFESSIONAL AND COMMERCIAL PAIRS.

W. M. Mayson and A. H. Skelton beat A. D. Grayson and H. S. Langhorne.

VETERANS' SINGLE HANDICAP.

A. H. Skelton (owe 15) beat C. C. Platt (owe 30).

PATENT MUSIC boxes, Violins (fine models). Mandolines, and Strings of all kinds. W. Robinson & Co.

A TELEGRAM to the *Soerabaia Handelsblad* from Bodjonegoro dated March 20th states that the petroleum springs in Tinawoeng are on fire. It is rumoured that a few natives perished in the flames. From Blora the *Locomotief* learns that the Engineer Scheffer was so severely burnt through the gross carelessness of Javanese, whereby the escaping oil came into contact with flames, that he died from the effects of the burns the following night.

THE *Locomotief* quotes from a recent Dutch Consular report on the China trade to show the increasing demand there for Sumatra petroleum. The badness of the packing arrangements checks the increase. It is pointed out that the packing is the main requisite in Eastern lands, and any shortcoming in that point at once takes detrimental effect upon sales. At the Hague, the Sumatra Petroleum Company has been started with a capital of one hundred thousand guilders. The Company will begin work at Palembang, where it has a concession.

NEARLY three weeks ago we *(Singapore Free Press)* mentioned that Lieut.-Col. Coker, R.A., had definitely decided not to accept the post of Officer commanding Royal Artillery here. We also said that Lt.-Col. Dunlop, R.A., had also declined, and remarked that probably the post would go to a senior major on promotion. It was thereafter mentioned by us that Lt.-Col. Arthur Lang, R.A., was appointed to the Singapore R. A. command, and that he might be expected to arrive shortly. This mail brings us the information that Major Alfred Luther Lane, R.A., has been selected from promotion to a lieutenant-coloneley in the regiment. The next mail will probably bring official confirmation of our statement that that officer is appointed to Singapore, and will be here almost immediately. We also notice by the mail that Capt. F. M. Close, R.A., who has taken Major Wace's place here, has received his majority in the Royal Regiment of Artillery.

THE DEPARTURE OF HON. F. A. COOPER.

MOTION OF THANKS AT THE SANITARY BOARD.

At the fortnightly meeting of the Sanitary Board, held this afternoon, before proceeding to the discussion of business, the opportunity was taken to give an e xpresion of the opinion of the Board as to the work done by Hon. F. A. Cooper, Director of Public Works, Chairman of the Board, who leaves in about a fortnight for Ceylon.

Mr N. J. Ede said—I understand that this is probably the last occasion on which we shall have the pleasure and advantage of your presence at these meetings, and I think the Board should not fail to place on record its appreciation of the services you have rendered to this Board and to the cause of Sanitation in this Colony. Notwithstanding some of the adverse opinions which have from time to time been expressed regarding the constitution and efficiency of this Board, I contend that it has on the whole done some excellent and solid work with very beneficial general results, and I feel sure my colleagues will agree with me when I say that a considerable portion of these good results is due to your energy and assiduity. We regret your departure from among us, and wish you health and prosperity in your new appointment. I will now move a resolution which I feel sure will meet with the approval and acceptance of members, and I may mention that I showed the resolution to the Registrar General, who is a member of this Board, and he has asked me to say that he fully concurs in it and regrets that he cannot be personally present to vote for it. The resolution is:—'That this Board desires to extend to you on your approaching departure from the Colony its cordial thanks for the invaluable services which you have rendered to the Board during the many years you have been connected with it, first as its surveyor, then as a member, and finally as its President, and to express its deep appreciation of the unflagging industry and devotion to duty and conspicuous ability which you have ever displayed in furthering the cause of sanitation in this Colony.'

Hon. F. H May said—Mr President, having been associated with you a good deal in the work in connection with this Board, I should like to take this opportunity of seconding the resolution. When I was at home the other day, I happened to meet in society a gentleman who is intimately acquainted with a very eminent engineer, who not many years ago—in fact not a great many years ago—was in this Colony. The gentleman whom I met did not know you, sir, but he questioned me about you, and he said that his friend the engineer had remarked to him that he was astonished at the magnitude of the public works in this Colony and of the business-like and efficient way in which they were carried out. I mention that fact, Sir, because having myself admired your work in this Colony I was especially pleased to hear this independent criticism of an outside and thoroughly competent authority. In Hongkong, people are somewhat inclined to run down everything that we have got here. Our drainage system, according to them, is the worst possible, and our Praya Reclamation is badly and slowly constructed, and so on and so on. But we find, Sir, when we enter into civilization that outsiders who have visited this Colony, especially men who have had professional training, and are competent to form an opinion, that they at any rate do not join in the somewhat captious remarks of our fellow-colonists. Sir, you will leave behind you, I think, many standing memorials of your work here in the cause of sanitation and of the promotion of public health. There are three things that we want to make a place healthy—one is good drains, another is good water, the third is good ventilation. You have kept all these objects steadily in view. We have, I believe, the very finest drainage system—at least your Medical Officer of Health tells us—that could possibly be devised; and I may mention that when in England I heard it said by an eminent sanitary engineer that he believed that Hongkong had shown the way in the tropics of adopting the system of separate drainage—the separate system of drainage - and he expressed the hope that other tropical places would follow her example. It is not often; Sir, that Hongkong leads the way, and I feel sure that you will be proud to know that it is the opinion of some that in this important matter she has shown the way. Your system of drainage, Sir, has been criticised, but I may say that, as far as my experience goes, most of the criticism has been of a very ignorant nature. I have heard men discuss and criticise the drainage system of this Colony who on being questioned plainly showed that they had not the faintest idea of what the term 'separate system of drainage' really means. Then, Sir, if I go on with the second heading—good water. I believe we have the best and as far as I can ascertain—when I was at home I went into the subject of rates and taxes in a good many cities I was in—it is about the cheapest water supply any town in the world possesses. You have not only carried out the distribution of the water, and the furnishing of a water supply to Kowloon and many villages in this Colony in a very able manner, but you have put it on a most satisfactory basis. I wish to goodness the Hongkong Water Works was a public company, and I had a few shares in it. I would not be long in Hongkong and would soon wend my way home to my native country. Regarding your ventilation; in that respect we have a standing memorial in your work of the Taipingshan Resumption Area, upon which you devoted much time, and which bids fair to be a model settlement in the midst of this city. But it is not only in the city you have done good work in that direction. Every village almost in Hongkong and especially the villages in the Kowloon Peninsula bear testimony to the good work you have done. It was only yesterday I traversed most of the Kowloon Peninsula, and I must say that the way in which these villages have been transformed in the last couple of years from the most evil-smelling rookeries into well laid-out, comfortable, and really model villages is really something marvellous. I do not think, Sir, I need refer to any of the other important services you have rendered in the interests of sanitation in this Colony. I have only myself, individually, as a person who has been on this Board for many years and who has endeavoured to do all I could for the interests of the Public Health, to extend to you, Sir, my deep appreciation of the very valuable services which you have rendered to the cause of sanitation in this Colony.

The resolution was passed unanimously.

Hon. F. A. Cooper said—Well, gentleman, I do not wish to take up the time of the Board in replying at any length, but I cannot let this opportunity pass without thanking you most sincerely for the very kind remarks you have made in connection with my endeavours to promote the welfare of this Colony as a member of this Board. I must say that subsequently as President and also Director of Public Works, I have to thank the members of the Board for the courteous consideration and assistance they have at all times given me in attempting to promote the sanitation of this Colony. Sanitary improvements rarely are carried on without considerable opposition. It is not all at once persons see the immediate gain or the ultimate gain which they are going to derive from such expenditure that is incurred on them. But, Sir, I think that in all we have done we have tried to be practical; unless we are practical in our suggestions it is little use trying to gain public confidence. The Secretary of the Sanitary Board has kindly given me a table showing the death rates for the last fifteen years in this Colony, and I think a study of this is very interesting. This Board was constituted under Ordinance 24 of 1887, which came into force in May 1888. I find the average death rate for the five years ending 1886 was 29.4 per thousand. The maximum death rate during that period was 31.8 and the minimum 26.1. For the next five years, the first five years of the existence of this Board, the average death rate was reduced to 26.2, the highest being in 1889, 31.6. During the last five years, notwithstanding two epidemics of plague have unfortunately visited this Colony, viz., 1894 and 1896, the average death rate per thousand was 24.4, the maximum being in 1894, 30.3, or rather less than the maximum of the five years previous to the existence of this Board when we had no epidemic; and the minimum in 1892 was 21.5. In 1895 when no plague occurred in this Colony the death rate was only 21.1 per 1000. These are practical results which I must say I think very satisfactory indeed to the Board, when it is considered that the population of this Colony is approximately 250,000 persons, and a saving of 5 per thousand per annum means no less than 1,250 lives saved per annum. It is quite out of the question for me to review the various works that have been done by the Board since its institution in 1888, but during its constitution the drainage and water supplies have been placed on a satisfactory basis, and the powers conferred on the Board by the Public Health Ordinance have been enforced. Although a material reduction in the death rate has resulted, I look forward to a still further reduction, and although I regret that I shall be no longer connected with this Board I shall view this reduction with great pleasure. Gentlemen, I thank you very sincerely for the resolution which you have just passed.

The Board then proceeded with the usual business.

CANNIBALISM IN THE MOLUCCAS.

The *Batavia Nieuwsblad* says that a man-of-war, the *Java*, will shortly be despatched to Etna Bay, in Netherlands New Guinea, to punish certain cannibals who had, as alleged, committed an outrage on an Australian cutter, the *Lizzie*, in that quarter. It appears that the *Lizzie*, under command of Captain C. Webster, not long ago, entered Etna Bay. The master saw on the shore about three hundred natives of the Key islands, who waved a Dutch flag and were, seemingly, friendly. For some days all went well; but, when the master sent some hunters ashore, afterwards, to shoot birds, the natives attacked them. Three of the crew perished. They are alleged by the master to have been eaten by the natives. But the people there do not bear the reputation of being cannibals. The master stands out that the Key islanders used the Dutch flag to trap him. But he says nothing about what his men did when ashore there. He states his losses at: one boat, five rifles, and three men. Compensation for these losses he sets at 20,000 guilders. The *Batavia Nieuwsblad* urges the need for the fullest inquiry into the affair by the Dutch civil authorities, before the man-of-war takes action. There is no need of any haste in meeting Captain Webster's claim for any compensation out of the Netherlands India Treasury.

DID SHAKESPEARE GOLF?

The opening of a new golf links at Stratford-on-Avon has prompted a contemporary to remark that it is rather difficult to establish any connection between Shakespeare and the royal and ancient game. Really, the ignorance of some people is positively astounding. So far from there being difficulty to establish a connection, the fact is that Shakespeare's works abound in the most direct and explicit references to the pastime in question, several of which have been collected in Miss Wood's recently published volume of 'Quotations for Occasions.' Thus we find in 'Much Ado About Nothing' an unmistakeable allusion to a characteristic St. Andrews' gesture in the words, 'I know you by the wagging of your head'; while in 'Titus Andronicus' we encounter the pertinent query, 'What subtle hole is this?' In 'Richard III.,' again, we meet the line, 'Put in their hands the bruising irons of wrath,' and in 'Henry VI.' (Part I.) the statement, 'I'll call for clubs.' Falstaff's ruling passion was evidently golf, for we know that on his death-bed he 'babbled of green fields'; and there was certainly a course on Prospero's island, else why the question, 'Why hath thy queen summoned me hither to this shortgrass'd green?' There are we believe, some commentators who prefer the reading, 'To tee or not to tee, that is the question.' But apart from this disputed passage, we find in 'Hamlet' a reference to the fault of 'striking too short.' Many other instances might be given, but the foregoing are surely enough to prove that Shakespeare had an intimate knowledge of the game.—*Globe.*

SHE: 'Do you remember just what that line is about "beauty unadorned?" HER HUSBAND: 'Isn't it something to the effect that beauty inexpensively adorned is adorned sufficiently?'

CHUMLEY—You're a mighty poor talker, especially to ladies. How did you raise the nerve to propose to Miss Sweet? Dumley—Oh—aw; I didn't say much of anything; I handed my ring to her, and she slipped it on her left finger and said; 'All right, it fits!'

THE REBELLION IN THE PHILIPPINES.

A WAR CORRESPONDENT CRITICISED.

(From a Contributor.)

'Evil communications corrupt good manners' is an old legend never more manifest than in the leading article published by the *China Gazette* of 26th March last on the Spanish victory at Imus.

The short sojourn of the author of said article in Manila and his contact with insular journalism has been contagious. His eagerness to correspond to the flattering welcome accorded by one of the leading Manila papers on 22nd December last, together with the obsequious attention paid him by certain Spanish authorities, has caused him to form erroneous and very partial ideas anent the situation, and to pour forth with an apparent air of authority, coupled with some harmless abuse of the Hongkong Press, a farago of inaccuracies and claptrap savouring of the baldordash and chimerical imaginations of a few mountebanks and amateur war correspondents, whose effusive and fulsome rubbish in the Manila Press has made the same ridiculous, not alone in the eyes of the world but also in the more prudent and rational Peninsula Press.

To begin with his geographical description of Imus: 'On the top of a bare slope, 2000 feet high, cut up with innumerable canons, or mountain water-courses, with no approach from the rear save up a bare rock several hundred feet high, sheer as a stone wall and scarcely affording foothold even to a goat,' &c., &c., is altogether too amusing, and if this is a specimen of the means taken 'to ascertain the truth by personal observation,' very little credence ought to be placed in his love of veracity and powers of observation. Neither he nor any of his Spanish friends went near, nor even got so much as a glimpse of the church steeple of Imus. Far from its being the mountain fastness 2000 feet high—a kind of second Gibraltar—he would lead us to believe, the town is situated in the centre of a large plain surrounded by paddy fields, a few feet only above sea-level. It cannot even be seen from the Bay of Manila, from the shores of which it is distant some 7 miles as the crow flies. Contrary to Mr O'Shea's assertion, it is approached on all sides by good carriage roads during the dry season (November to May), one leading from Bacoor, another from Cavite Viejo on the *North*, another from Las Piñas on the *East*, and the other from Perez Dasmariñas and Silang on the *South*. The road from San Francisco de Malabon is not so good, but passable in the dry season, but with the *slight* difference that it is on the *West*, and not on the *East*, as stated by Mr O'Shea. The nearest point this gentleman got to Imus was when visiting the Spanish lines at Dalahican, just outside the town of Cavite, on the narrow isthmus separating this town and San Roque from the mainland, fully six miles from Imus. He must indeed have had an eagle's eye to discern fortifications at such a distance, which subsequent events have since shown never existed!

Instead of being the formidable stronghold the Spaniards anticipated, even the official reports in the Manila *El Comercio* state that it was occupied after the exchange of a few stray shots, that the Spanish troops confined themselves to shooting at a few fugitives escaping through the fields, whilst the town was found to consist of a heap of burning embers, having been destroyed by the rebels themselves, and the only fortifications consisted of a few barricades! If he considers this a victory of the first magnitude for the Spanish arms, and a feat that military experts are likely to rank high amongst the exploits of European arms in the Far East, I prefer leaving such experts to judge for themselves, but the intelligent public will not be gulled by such nonsense.

PROSPECTS OF THE REBELLION.

The occupation of Imus and subsequent taking of other towns in Cavite province may temporarily check the rebellion, but will by no means suffocate it. The seed of discontent against Spanish rule has taken too deep a root in fertile soil; the savage barbarity with which the war has been conducted, and unfortunate political prisoners treated; the disgusting wholesale execution of same, culminating in that atrocious outrage against civilization, the shooting of the talented Dr Rizal, have only exasperated his compatriots, who, whilst a spark of patriotism remains in their breasts, will never accept the olive branch, until the haughty rule of Spain has been for ever humiliated, and the blood of their martyrs avenged. Fortunately for the sake of humanity, 'illness' has compelled Polavieja to abandon the scene of so much gore, but his short and infamous rule will be handed down to posterity as the blackest in Philippine history.

THE MODERN JOAN OF ARC.

Mr O'Shea need have no fear for the fate of his beautiful countrywoman, the widow of the unfortunate Dr Rizal. So long as there is one Filipino left, she will be well cared for. After all his fulsome praise of the Spanish authorities both in his own paper and in his communications to the *New York Herald*, it is somewhat inconsistent 'to hope that *for the sake of humanity* she died early in the attack for no Englishman will like to contemplate the sufferings of a fellow countryman.' This is a virtual confession that humanity has been outraged by his friends and allies and gives just a tinge of suspicion that his mission to the Philippines was not actuated by a desire to ascertain the truth he so much vaunts.

A GAME OF BLUFF.

Nothing is farther from the truth, than his audacious attempt to mislead the public in believing the present rising is the outcome of racial hatred between the Whites and Asiatics. In making such a mendacious assertion, he shows his utter ignorance of the country and people, and a morbid craving to foster the colossal and impudent game of bluff, attempted by a portion of the Spanish official hierarchy and puerile press in their attempt to make their cause a holy one, and prevent the truth of what has taken, and is still taking, place from leaking out. This is quite incompatible with his advices to the *New York Herald* of 21st January last, where he says: 'It is impossible to believe anything one hears or reads here, where the gagging of the press, and the iron hand of the censor control public opinion, and shift truth on every side.'

The rebels have done nothing to warrant such calumny. On the contrary they have scrupulously respected all foreigners, and foreign property, even to to the detriment of their own military operations, for which I am glad to see public testimony has been accorded them by the Chairman of a Hongkong Company having large interests at stake in the Philippines, in the immediate vicinity of which much fighting has taken place. They are waging a perfectly legitimate war against the Spaniards only, and for the same causes that in the beginning of the present century lost for ever to the Spanish crown the possessions of Mexico, Guatemala, Columbia, Ecuador, Peru and Chile, and at the present time will probably lose them Cuba. Can these, forsooth, be called racial wars? Were the previous risings in the Philippines ever denominated racial wars? No, the Spaniards have sown the wind and they are now reaping the whirlwind, and any sentimental sympathy with them is misplaced.

THE SPANIARDS HAVE OUTRAGED CIVILISATION.

In the treatment of their political prisoners and suspects they have outraged civilization; their methods of warfare, both in Cuba and the Philippines, are brutally severe, quite incongruous with a nation priding itself as being the Most Catholic; their church dignitaries, headed by the Archbishop, have violated the sanctity of their sacerdotal calling, and become the most active advocates of bloodshed and extermination, their press and prominent officials anathematize these patient and long-suffering islanders 'as bastards, wild beasts, cannibals, rabble, and every other opprobrious epithet only found in their superb language. At a public banquet to officers of the Army, a charlatan possessing immense influence, and the most active propagandist and worker for the Spanish cause, openly advocates a policy of extermination of the wild beasts in their lairs, to show no quarter, but destroy and kill the infamous savages! Beautiful sentiments for a nation wishing to be classed as civilized! (This celebrated speech has been published in the press of nearly every European country.) Can it be wondered at that such methods are not conducive to pacification? Who will blame the natives for resorting to arms to free themselves from the yoke of a power evolving, after a rule of over 350 years, such feelings as these?

THE CIVILISING INFLUENCE OF CHRISTIANITY.

During such a period it is only natural that the civilizing influence of Christianity must have made itself felt. Education has spread through the land, her prominent sons have gone to Europe distinguishing themselves in the professions; the University of Manila and Public Schools, although under priestly control, have opened fountains of knowledge which cannot be stemmed; the people are eager to learn, and are no longer content to tolerate the old paternal, autocratic, intolerant Colonial policy of Spain, which prohibits the people from having a voice in their own government, denies them all civil appointments except the most menial, and floods the country with hosts of useless and indigent civil employees, recruited in Spain as the nominees or clients of some politician or courtier with all the attendant abuses, and lack of previous training. The Minister of the Colonies, Governor General, and Head of the Treasury in Manila prepare all the legislation, fix the tariff duties and port regulations, draw up budgets and decree taxes, determine the figures for land and sea forces without the Colony being either consulted, or represented in the Spanish Parliament.

THE RELIGIOUS ORDERS.

On the top of all this as a greater evil still, comes the omnipotence of the Religious orders with their official intervention in Civil Administration, possessing the power and sinews to remove at will, not only any public functionary who has become obnoxious to them, but even the Governor General himself: to wit, quite recently General Blanco, and his predecessor General Despujols, both of them men of unimpeachable character, and connoisseurs of the evils prevalent in the country, in trying to remedy which these Orders proved too powerful a stumbling-block for them. Even Mr O'Shea—whose experience of them was confined to Manila, where they are more circumspect than in the Provinces—is bound to admit, they 'are a power in the land equal if not superior to the Governor General and entire official hierarchy, the church being to-day what it was in England before the Reformation.' (During the present rebellion a Dominican Friar in the Province of Pangasinan, which has, so far, remained loyal, even had the audacity to publicly insult, in one of the railway stations, an Englishman occupying a prominent position in the Province as the representative of one of the most important British firms in Manila for supposed sympathy with some of his own clients, who were obnoxious to the Church!)

BEHIND THE SCENES.

As in Cuba so in the Philippines, Spanish tactics are the same, and with all Mr O'Shea's attempts to bolster them up, the bitter facts nevertheless remain. Things are done in Manila behind the scenes on which the Spaniards would not dare to let the light of day, and done with greater impunity owing to the lack of a well-organized staff of correspondents, as in Cuba to keep the Western world properly informed of the true state of affairs, which if generally known might possibly induce the Great Powers to interfere, for the sake of humanity, as they are now doing in Crete, which presents an analagous case, and once and for ever put an end to medieval autocracy at the end of this enlightened Nineteenth century.

A FIGHT FOR LIBERTY.

After all why should Spain consider it such a nefarious crime for the islanders to attempt to regain their liberty? Did not the Spaniards themselves fight for two whole centuries to free themselves from ancient Rome? Did they not for seven centuries continue a conflict with the Moors until finally driving them from Spain? Have not eminent political economists laid down the doctrine that no nation has any right to occupy the territory of others against their consent. If a nation does so by violence, the conquered are perfectly within their rights in trying to throw the conquerors from their native soil. Why should the Filipinos therefore be stigmatized as villains, cannibals, wild beasts, etc., for trying to give forcible effect to this doctrine, and their prominent citizens hurled into pestilential dungeons and put to torture, which Mr O'Shea denies has taken place simply because *he* did not see it. If he wishes for a list of people tortured I can furnish him with some; some are still alive with permanent impressions of their sufferings, others have succumbed and joined the band of Philippine patriots gone, but not forgotten.

PHILIPPINE CHARACTERISTICS.

Unfortunately the Philippine Islanders are too little known by the outside world, and for the matter of that by many of the foreign residents also, but the disparaging remarks of an irresponsible writer like Mr O'Shea will not find much echo against the opinions of such authors as Wallace, Palgrave, Sir John Bowring and General Gordon. They are a charming and courteous race, deferential without that cringing servility so common in the British Indian races. Such characteristics as rudeness, assumption or boisterousness are utterly lacking in their temperament; they are easy and natural in manner when once they know and respect anyone, in whom they further repose unbounded faith and confidence. Their devotion to those they love and trust is unbounded; of these they will ask advice and blindly follow it when given. Wallace refers to them as the fourth great Malay race, and the nearest akin in features, physique and habits to the European race, of any native. They exhibit a reserve, diffidence, and even bashfulness, which is in some degree attractive; they are exceedingly polite and have all the quiet ease and dignity of the best-bred Europeans. That they are docile, and tractable, and easily governed, is evident from the fact of their Spanish masters having held the Islands for three and a-half centuries, with only a handful of European troops. They are particularly sensitive to breaches of etiquette, or unjust punishment. General Gordon when referring to his Tagalog troops in the Taiping rebellion, spoke of them in highly eulogistic terms, placing them before the Japanese. 'They are a fine sturdy body of fellows, faithful and long-suffering, bearing hardships without murmur, plucky and never losing heart in defeat.' Such are the race the Spaniards affect to despise and insult!

THE CRITIC AND THE CORRESPONDENT.

The Editor of the *China Gazette* arrived in Manila on the 7th Dec. last, and left on the 26th January. He was entirely ignorant of the Spanish or native languages, and wholly dependent upon interpreters. He virtually saw nothing of the country beyond one or two day excursi ns for a few miles outside Manila, and cannot surely pretend, with such a superficial insight, to be an expert on things Philippine. To speak with anything like authority on this question, requires years of careful study and an intimate knowledge of the races of which the islands are composed. After many years residence in various parts of some, I may, without undue presumption, to use the words of Burton, safely say that the accidents of my life, my long dealings with the various races, familiarity, not only with their idiom, but with their turn of thought, *and with that racial individuality which baffles description*, have given me certain advantages over the average student, however deeply he may have studied.

I am not a filibuster, but desirous that the truth may be known, fearless of giving offence in certain quarters. For individual Spaniards, I entertain the highest regard and count many amongst my best friends, but for their government I have nothing but condemnation, in which I am joined by many prominent Spaniards themselves, not the least being Mariano de Cavia, when writing to *El Imparcial* and comparing the muddy pool to the crystal fountain. 'The pool,' he says, 'is nothing but our thoughtless policy, our corrupt administration, the pernicious examples from high places, the putrid leaven fermenting below, and the impunity with which the wicked boast owing to the indolence and apathy of the good. We should not despair, because the race is there, and there is the fountain, but the sun of justice is tardy in rising to dry up the pool.' I am, further, an advocate of Right *versus* Might, Justice *versus* Abuse, Purity *versus* Corruption, and, above all, a believer in

DEUS ET LIBERTAS.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Honour Sir John Carrington, Chief Justice, and a Jury).

Thursday, April 22.

FORGERY AND FRAUD IN A CIVIL ACTION.

Li Pang and Wo Chuk San were charged with giving false testimony in a civil action on the 12th March to defraud Yung Ming Shan of $13,888.88, and with adducing and putting in evidence certain counterfeit writing purporting to be a letter from and signed by the said Yung Ming Shan, dated 12th March, 1896, thus combining to pervert the course of public justice.

Both prisoners pleaded not guilty.

Mr E. Robinson, instructed by Mr J. Hastings, appeared for the prosecution; and Mr J. J. Francis, instructed by Mr K. W. Mounsey, appeared for the defence.

Mr Robinson asked permission to add a count to the information with regard to conspiracy in uttering the letter.

Mr Francis objected, as he intended to ask his Lordship that the persons be tried separately. It was a separate offence.

Mr Francis' objection was upheld.

THE RIGHT TO CHALLENGE A JUROR.

Mr Robinson asked Fung Wa Chun to stand aside when his name was called as a juror.

Mr Francis submitted that his learned friend was conducting a private prosecution and he could not object to any juror without assigning a cause. He thought it would be an advantage to have a Chinaman on the jury.

Mr Robinson said he had not authorities at hand, but he thought it was the right of the Crown, or the representative of the Crown, to ask anyone to stand aside without assigning a cause. Archbold stated it was not necessary for the Crown to give cause for asking a juror to stand aside until the panel had been exhausted. He did not think Archbold laid down any difference between the Attorney General and the representative of the Crown.

Mr Francis maintained that Mr Robinson represented a private prosecutor instructed by a private solicitor. He had permission to use the name of the Queen to conduct the prosecution, but he was not conducting it for the Crown.

His Lordship said in point of form this was a Crown prosecution; the information showed that it was filed by the Attorney General.

Mr Francis said it was a totally different thing for the Attorney General to challenge or call upon a juror to stand aside.

His Lordship said the practice in that Court, as well as in other Courts was that the Attorney General, as representing the Crown, could ask a juror to stand by when he is called. That was not equivalent to a challenge; it was merely that he should stand aside until the panel was exhausted. Then he might be called unless proper cause was shown by the Crown for the challenge. In the present case the Attorney General did not appear, but he thought that right of asking to stand by, belonged to the Crown, so to speak, whoever represented the Crown, and the only question was whether in this case the Crown was the nominal prosecutor or not. It was admitted that the Crown was the nominal prosecutor because the information was at the instance of the Attorney General.

Mr Robinson afterwards objected to another Chinese gentleman being enrolled.

Mr Robinson explained to the jury the circumstances of the case.

WE hear (says the *Singapore Free Press*) that Mr A. H. Keun, one of the Queen's scholars who is studying medicine at Edinburgh, has again distinguished himself by carrying off another medal (1st prize in medicine) at the Edinburgh University, which is not only creditable to himself, but also to the Raffles Institution where he was educated.

THE PUNJOM MINING CO., LIMITED.

The Secretary of the Punjom Mining Co., Ltd., advises that he has received the following Progress Report on the operations carried on at the Co.'s Mines for the month ending March 31:—

August Shaft.—The upper part of this shaft has been straightened having gone off the plumb owing to the large stopes coming so near. It has been retimbered a distance of 55 feet from the surface, thoroughly overhauled and close centred to the 110 ft. level. All timbers for the Dam are in place, and a well hole sunk 6 feet for the suction-pipe of Pump.

North Shaft.—Good progress has been made with sinking this shaft. The ground has been favourable, although we have a fair quantity of water to contend with. I hope to have the engine ready for winding during the coming month. Sunk during the month 47ft. 6in. Total depth from surface at date 59ft. 6in.

Stopes.—These to the West of the Shaft at the 210ft. level continue to yield a fair amount of average stone. The ventilation, however, is bad, but this will be remedied shortly by a winze from the Intermediate Level when this level is farther advanced.

Stopes on the E. and W. Lode at 210ft. Level.—Work is only being carried on at the Western part of this at present, and only gives a small quantity of stone, the ground being heavy and rather difficult to work. The work on the Eastern part has been suspended for the present.

Stopes to the East of the Shaft at 210 ft. Level on the N. and S. Lode.—Operations on these points were discontinued during the month.

Intermediate Level.—This was extended 16 ft. during the month. The Lode varies in thickness from one to three feet and gold can be seen in the stone at times. It is from this Level that it is intended to ventilate the stopes west of the shaft already referred to.

Intermediate Stopes.—There are in good working order, and require but little timber. They continue to yield a fair amount of stone for the mill.

Stopes at and above the 110 ft. Level.—These also require ventilation. This will soon be done, however, by a winze from the Leader Stopes which is now down 5 ft. It is necessary to sink about 9 ft. more before communicating. The stone is of average quality, and gold can be seen in it at times.

Upper Leader Stopes.—Work on these has been suspended for the present.

South Prospecting Shaft.—The cross-cut has passed through the lode and various leaders showing a little gold by panning.

Gubau.—The Shaft here is down to a depth of 66 feet and a level opened into at 60 feet from the surface to crosscut for the Lode. At a distance of 25 feet from the Shaft a lode 11 inches wide was met with but found to be of no value. The crosscut is being continued further, as there is reason for believing that the main stone may be found further west. There is a lot of water to contend with, and extra hands have to be kept to contend with it. Distance driven from Shaft, 27 feet.

The total drivage for the month is 283 feet; ore mined, 865½ tons, made up as follows—

August Shaft	578	
Upper Leader Stopes	287½	
		865½ tons.

Milling.—This was carried on regularly for 30 days, crushing 961 tons from the mine for a yield of 231 ozs. 2 dwts. of gold, and 940 tons of Headings for 100 ozs. of gold. Milling was resumed on 1st April.

Calcining Works.—These worked full time, treating 50 tons of Concentrates for a yield of 46 ozs. 14 dwts. of gold.

Cyanide Works.—These ran 28 days, treating 738 tons of tailings, yielding 289 ozs. of Bullion valued at 15/9½ per oz. We shall not turn the zinc shavings so finely as hitherto; this may perhaps remedy the low value of the bullion ruling for the past two months.

General.—Everything under this head is having our attention.

Health.—The health of the Camp is very satisfactory.

Labour.—The supply of labour is sufficient for our requirements.

Rainfall for the month is 6¼ inches.

AMERICAN ENTERPRISE IN SIAM.

A VALUABLE LOCAL CONCESSION.

Bangkok, April 5.

One of the most important and probably remunerative concessions that has been granted in Siam for some time past was signed, on Saturday night, by the Minister of Finance. The concession in question grants to Mr L. E. Bennett, an American engineer, the exclusive right to work the concern known as the Siam Electric Light for a period of ten years with the option of holding the concession and all exclusive rights for an additional ten years at Mr Bennett's pleasure. The terms of the contract give Mr Bennett the exclusive right to light Bangkok and suburbs—the latter term being somewhat vaguely extensive. The Palace authorities to patronise the lights and to take double the candle power now in use for the Palace, public departments and streets. At the present time the estimated force in use is 30,000 candle power which the Siamese will increase to 64,000. The concessionary has also the right to use the machinery for what other purpose he may deem necessary and to work it day and night.

For the above purposes a local Company has been formed with a capital of 100,000 Ticals to make necessary repairs and alterations, and increase the efficiency of the concern. This sum was promptly taken up in a few hours on Saturday night by a few local business people, and judging by the eagerness to obtain shares of 1,000 Ticals each, ten times that sum might have readily been covered locally. Such is the confidence in the future of the venture.

It is, of course, safe to say that no dividends will be paid the first year. That goes without saying in view of the extensions and alterations necessary in the plant. But after the initial expenses of placing the concern on a sound business footing and in complete working order are covered, the concession ought to pay very handsome profits to investors. There is not a business house in Bangkok that will not patronise the new venture, and we may safely assume that a great and rapid development will take place in Bangkok in the manner of lighting public offices, streets and private residences with electricity. For all concerned the concession is a sensible departure, and one which will prove as advantageous to the Siamese Treasury as to the concessionaire and those persons fortunate enough to have obtained interests in the Company. Mr Bennett is to be congratulated on his energy and enterprise and wished every possible success in a venture which lets in additional light on the dark places in Siam, and encourages the *farang* to invest capital in this country.—*Siam Free Press.*

ON board the Russian Volunteer steamer *Tambaff*, which passed through Singapore a few days ago, was a party of twenty-one Chinese who are going to Odessa with their families to be employed in the tea-making. Russian tea has a high reputation, and the employment of Chinese skill and labour in its preparation should have the effect of enhancing that reputation.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *SOCOTRA*.

FROM ANTWERP, LONDON, BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From MADRAS, ex s.s. *Secundra*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 27th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, April 21, 1897. 801

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *COROMANDEL*.

FROM LONDON, BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From LONDON, ex s.s. *Himalaya*. From ITALY, ex s.s. *Sutlej*. From AUSTRALIA, ex s.s. *Massilia*. From PERSIAN GULF, ex s.s. *Pachumba*, *Nowshera* and *Assyria*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. on 16th Instant.

Goods not cleared by the 22nd Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, April 16, 1897. 781

Intimations.

SERRAVALLO'S

Ferruginous Quinine,

THE GREAT AUSTRIAN TONIC OF

PERUVIAN BARK AND IRON,

OVER 300 MEDICAL CERTIFICATES Notifying its great strength-giving properties and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON & Co., Hongkong.

Hongkong, August 22, 1896. 1702

Kinghorn & Macdonald,

Consulting Mechanical Engineers and Surveyors,

CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

SPECIFICATIONS, DESIGNS and DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.

New Work and Repairs supervised. Surveys undertaken and Reports prepared.

Telegrams, "KINGHORN," Hongkong.
Telephone, No. 141.
Postal Address, 17 Praya Central.

JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.-E., London.
DONALD MACDONALD.

Hongkong, November 5, 1896. 2233

AMERICAN SYSTEM OF DENTISTRY.

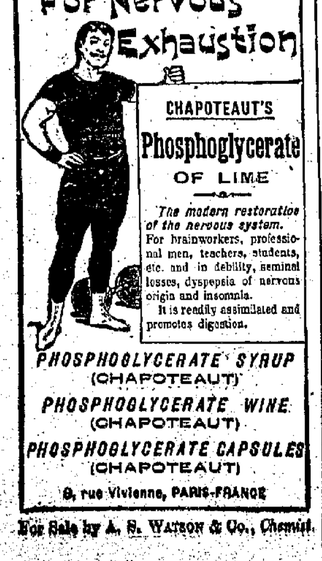
AT

62, *QUEEN'S ROAD CENTRAL.*

CHADWICK KEW.

(LATE OF POATE & NOBLE.)

Hongkong, December 19, 1896. 2586



For Sale by A. S. WATSON & Co., Chemists.

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.



The Steamship *Catherine Apcar*, Captain J. G. OLIPHANT, will be despatched for the above Ports on FRIDAY, the 23rd Instant, at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, April 17, 1897. 783

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).



The Co.'s Steamship *Yuensang*, Captain W. WADDILOVE, will be despatched as above on FRIDAY, the 23rd Instant, at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 20, 1897. 792

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.



The Co.'s Steamship *Yamashiro Maru*, Captain J. JONES, will be despatched for the above Ports on FRIDAY, the 23rd Instant, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A duly qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, April 3, 1897. 693

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.



The Co.'s Steamship *Yarra* will be despatched for the above Ports on or about SATURDAY, the 24th Instant.

For Freight or passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, April 17, 1897. 786

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.



The Co.'s Steamship *Thales*, Captain DOUGLAS, will be despatched for the above Ports on SUNDAY, the 25th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, April 21, 1897. 803

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.



The British Steamship *Hupeh* will be despatched on or about SATURDAY, the 24th April, (instead of THURSDAY, the 29th April, as previously advertised) for VICTORIA, and VANCOUVER, B.C., *VIA* KOBE, and YOKOHAMA.

Through Bills of Lading issued to JAPAN, PACIFIC COAST, CANADIAN and UNITED STATES POINTS.

For Particulars as to Rates, Etc., apply to
D. E. BROWN,
General Agent.

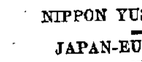
Hongkong, April 15, 1897. 726

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR LONDON AND ANTWERP, *VIA* SINGAPORE, COLOMBO, PORT SAID AND MARSEILLES.



The Co.'s Steamship *Riojun Maru*, Captain TOWNSEND, will be despatched as above on THURSDAY, the 29th Instant, at 4 p.m.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, April 10, 1897. 749

PACIFIC MAIL STEAMSHIP Co.

NOTICE.



The P. M. S. S. Co.'s Chartered Steamship *Glenavon* will be despatched for SAN FRANCISCO, *VIA* KOBE and YOKOHAMA, on or about the 28th Inst.

For Freight, apply to
J. S. VAN BUREN,
Agent.

Hongkong, April 13, 1897. 767

FOR SAN FRANCISCO.



The 100 *A.I.* British ship *Falls of Dee*, LOCK, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, February 4, 1897. 249

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.



The Co.'s Steamship *Deucalion*, Captain BRANCH, will be despatched as above on SATURDAY, the 24th Instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 19, 1897. 791

FOR SINGAPORE, HAVRE, HAMBURG AND LONDON.

(Calling at NAPLES *for landing Passengers if sufficient inducement offers).*

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL AND BREMEN).



The Steamship *Hertha*, Capt. TH. HILDEBRANDT, will be despatched for the above Ports on SATURDAY, the 1st May.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, April 10, 1897. 738

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *VIA* SUEZ CANAL.



The Co.'s Steamship *Menelaus*, Captain TOWELL, will be despatched as above on SUNDAY, the 2nd May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 20, 1897. 800

Mails.

NORTHERN PACIFIC

STEAMSHIP AND RAILWAY COMPANIES

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, $400.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK, $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Mount Lebanon	2,410	Sunday	April 25.
Pathan	2,709	Tuesday	May 4.
Tacoma	2,549	Tuesday	May 25.
Victoria	3,167	Tuesday	June 15.
Olympia	2,603	Tuesday	July 6.
Pathan	2,709	Tuesday	July 27.

THE Steamship *MOUNT LEBANON*, sailing the 25th Instant, will proceed to VICTORIA, (B.C.), and TACOMA (Wash.), *via* JAPAN Ports (KOBE, and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, April 15, 1897 777

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 28th Instant, at Noon, the Company's Steamship *SALAZIE*, Captain PAUL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *via* BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de a Ciotat*, which vessel takes on her Passengers and Mails, leaving that Port on the 9th May, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent,

Hongkong, April 16, 1897. 741

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Bayern	Tuesday	April 27.
Prinz Heinrich	Tuesday	May 25.
Preussen	Tuesday	June 22.
Sachsen	Tuesday	July 30.
Bayern	Tuesday	August 17.
Prinz Heinrich	Tuesday	Sept. 14.
Preussen	Tuesday	October 12.
Sachsen	Tuesday	November 9.
Bayern	Tuesday	December 7.
Prinz Heinrich	Tuesday	January 4.

ON TUESDAY, the 27th day of April, 1897, at 9 a.m., the Company's S.S. *BAYERN*, Captain R. HEINTZE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 24th April, Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 26th April, and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, April 5, 1897. 663

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	SATURDAY, May 1, at noon.
City of Rio de Janeiro (via Shai, N'saki, Kobe, Inland Sea and Yokohama)	THURSDAY, May 20, at noon.
City of Peking (via Shai, N'saki, Kobe, Inland Sea, Yokohama & Honolulu)	TUESDAY, June 8, at noon.

THE U.S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 1st May, at Noon, taking Passengers and Freight for Japan the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

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Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

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Freight will be received on board until 4 p.m the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, April 13, 1897. 766

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Hongkong, March 16, 1897. 643

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Hongkong, February 25, 1897. 396

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China Mail Office, Hongkong.

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	$ c.		$ c.
Half hour	0.10	Three hours	0.50
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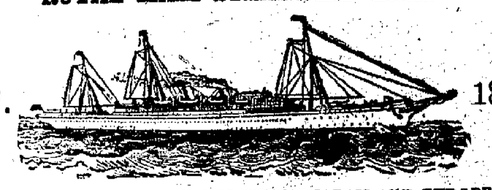
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For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, April 7, 1897. 719

C. P. R. SUMMER TRIPS.

SPECIAL ROUND TRIP RATES TO JAPAN, VANCOUVER, AND BANFF.

Commencing 1st May, and continuing through the Summer, Return Tickets can be purchased to Banff, including Berth in Sleeping Car and Meals on the Railway journey from Vancouver, at the equivalent of £60. The Ports of Call are SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C., and VANCOUVER, and permission is granted to STOP-OVER at any Port and continue by a subsequent Steamer. Every facility is offered for breaking the journey at any intermediate places in British Columbia to make excursions into the Rocky Mountains.

BANFF.—This popular resort, charmingly situated amongst the Peaks and Glaceris of the Rocky Mountains, in the Canadian National Park, is justly celebrated for its natural Hot Sulphur and Mineral Springs, magnificent scenery, and clear, invigorating air. The large and well-appointed Hotel stands 4,500 feet above sea level, providing its guests with all modern comforts and luxuries, also a steam-launch, rowing boats and canoes for making excursions on the river and numerous lakes in the vicinity, where excellent fishing and shooting is obtainable. 671

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(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,000,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co.,
Praya Central.

1421

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1895, £12,433,131.

Authorised Capital.....£3,000,000.0.0
Subscribed Capital.....£2,750,000.0.0
Paid-up Capital..... £687,500.0.0
Fire Funds.....£2,601,016.2.9

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, July 23, 1896. 1547

Intimations.

THE CHINESE MAIL

華日字華

(Wah Tsz Yat Pe)

THIS paper is now issued every day.

The subscription is fixed at *Five Dollars* per annum delivered in Hongkong, or *Eleven Dollars Forty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented be the Chinese,—consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials with Local, Shipping, and Commercial News and Advertisements.

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[Money orders cannot be issued or cashed on mail mornings, when closing mails for Europe, until noon.]

1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Canada.
China Ports (Hoihow, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, and Shanghai).
Ceylon.
Hawaii (Sandwich Islands).
British India (including Burmah and the Agencies of the Indian Post Office in the Persian Gulf).
Japan Ports (Nagasaki, Osaka, Hiogo, Kobe, Kioto, Yokohama and Hakodate).
New South Wales.
New Zealand.
British North Borneo.
Queensland.
Siam (Bangkok only).
South Australia.
Straits Settlements (Singapore, Penang and Malacca).
Tasmania.
United Kingdom.
Victoria.
United States of America.

DRAWN THROUGH LONDON OFFICE.

Foreign Countries:—

Austria-Hungary.
Belgium.
Bulgaria.
Chili.
Denmark (including Iceland and Faroe Islands).
Danish West Indies.
Egypt.
France, with Algeria.
German Empire (including Heligoland and the Cameroons).
Holland.
Italy (with Agencies at Tripoli, Assab and Massowah).
Norway.
Orange Free States.
Portugal (including Madeira and the Azores).
Roumania.
Sweden.
Switzerland.
Transvaal.
Tunis.

Foreign Cities and Towns:—

Constantinople.	Salonika.
Smyrna.	Panama.
Adrianople.	Tangier.
Beyrout.	

British Colonies:—

Cyprus.	WEST INDIES.
Falkland Islands.	Antigua.
Gibraltar.	Bahamas.
Malta.	Barbadoes.
Newfoundland.	Bermuda.
AFRICA.	British Guiana.
British Bechuanaland.	British Honduras.
Cape Colony.	Dominica.
Gambia.	Grenada.
Gold Coast Colony.	Jamaica.
Lagos.	Montserrat.
Mauritius.	Nevis.
Natal.	St. Kitts.
St. Helena.	St. Lucia.
Seychelles.	St. Vincent.
Sierra Leone.	Tobago.
Mombasa.	Trinidad.
Lamu.	Turks' Islands.

2.—Orders on the Countries drawn *through the London Post Office* are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding £2, ... 6d.
" Exceeding £2 but not exceeding £5 . . 9d.
" " 25 " " 2.7 . . 9d.
" " 27 " " £10 1s. 0d.

3.—The commission charged is as follows (according to the currency the Order is drawn in):—

(a.) For sums not exceeding:—$1, 12 cts.; $2, 24 cts.; $3, 36 cts.; $4, 48 cts.; $5, 60 cts.; $6, 72 cts.; $7, 84 cts.; $8, 96 cts.; $9, $1.08; $10, $1.20.

(b.) Up to $10, or 30 rupees, 30 cts.; $15, or 45 rupees, 45 cts.; $25, or 70 rupees, 60 cts.; $40, or 100 rupees, 90 cts.; 150 rupees, $1.50.

4.—No Order must exceed $10 or $30) unless drawn on India, when 150 Rupees is the limit.

HONGKONG MARKET PRICES.

Corrected to Saturday, April 17, 1897.
At 1020 Cash per Dollar Mexican.

	Piece. Highest. Cash.	Piece. Lowest. Cash.	Chinese Names.
Butcher Meat.			肉食
Bacon, English, lb.	—	—	來路烟猪肉
,, Ame. Sugar cured ,,	330	—	花旗烟猪肉
,, Foochow, ,,	200	—	福州烟猪肉
,, Japan, cured ,,	240	—	日本烟猪肉
Beef sirloin & prime cut. catty	140	—	尾龍扒
,, Corned, catty	140	—	鹹牛肉
,, Roast, ,,	130	—	燒牛肉
,, Soup, ,,	100	—	滷肉
,, Steak, ,,	120	—	牛肉起
Bullock's Brains, per set	60	50	牛腦
,, Tongue fresh, each	250	—	牛腳
,, ,, corned ,,	310	—	鹹牛利
,, Head, ,,	500	—	牛頭
,, Heart, ,,	150	—	牛心
,, Hump, Salt catty	140	—	牛肩
,, Feet, each	60	50	牛腳
,, Kidneys, ,,	50	—	牛腰
,, Tail, ,,	100	—	牛尾
,, Liver, catty	70	—	牛肝
,, Tripe (undressed) catty	60	50	牛肚
Calves Head and Feet, set	600	—	牛仔頭脚
Hams, American, lb.	340	—	花旗火腿
,, Chinese, ,,	—	—	金華火腿
,, English, New, ,,	440	—	來路火腿
,, Japan cured, ,,	250	—	日本火腿
,, Shanghai, ,,	200	—	上海火腿
Mutton Chop, ,,	160	—	羊牌骨
,, Leg, ,,	160	—	羊脾
,, Shoulder, ,,	120	—	羊手
Pigs' Chitlings, catty	70	60	猪腸
,, Feet, ,,	110	—	猪腳
,, Fry, ,,	160	—	猪雜
,, Head, each	500	450	猪頭
,, Heart, ,,	50	40	猪心
,, Kidneys, poiz	70	—	猪腰
,, Liver, lb.	160	—	猪肝
Pork, Chop, catty	180	—	猪羊骨
,, Corned, ,,	—	—	鹹猪肉
,, Leg, ,,	190	—	猪脾
,, Fat or Lard, ,,	160	—	猪油
Sheeps' Head and Feet, set	350	—	羊頭脚
,, Heart, each	50	40	羊心
,, Kidneys, ,,	70	—	羊腰
,, Liver, lb.	150	140	羊肝
Sucking Pigs, each	$1.75	$1.25	猪仔
Suet, Beef, lb.	110	—	生牛油
,, Mutton, ,,	100	—	生羊油
Veal, catty	130	—	牛仔肉
Poultry.			生口
Chicken, catty	200	—	雞仔
Capons, ,,	230	—	閹雞
Ducks, ,,	160	—	鴨
Doves, each	150	—	鴿
Eggs, Hen doz.	120	—	雞蛋
,, Duck ,,	110	—	鴨蛋
Fowls, catty	190	—	雞
Geese, ,,	150	—	鵝
Hares, each	—	—	兎仔
Musk Deer, ,,	—	—	麝香
Partridges, ,,	—	—	鷓鴣
Pigeons, ,,	180	—	白鴿
Pheasant, brace	800	—	上海山鷄
Rice Birds, doz.	—	—	禾花雀
Quail each	140	—	鵪鶉
Snipe, ,,	140	—	沙錐
Turkeys, Cock, catty	450	—	火鷄公
,, Hen, ,,	860	—	火鷄婆
Teal, each	400	—	水鴨
Wild Ducks, pair	—	—	上海水鴨
Fish.			海鮮
Barbel, catty	110	—	鯽魚
Bream, ,,	80	—	鯛魚
Bombay Ducks, 100 pieces	230	—	孟咪魚
C'ton Fresh Water Fish, catty	—	—	廣魚
Carp, ,,	100	—	鯉魚
Catfish, ,,	—	—	赤魚
Codfish, Salt, ,,	80	—	鹹鱈魚
Crabs, ,,	160	—	蟹
Cuttle Fish, ,,	80	—	鹹魚
Dab, ,,	60	—	沙孟魚
Dace, ,,	90	—	黃尾鯇
Dog Fish, ,,	—	—	鉄倒沙
Eels, Congor, ,,	—	—	海鰻
,, Fresh water, ,,	300	—	淡水鰻
Eels, Yellow, ,,	180	—	黃鰻
File Fish, ,,	—	—	剝皮洋
Frogs, ,,	180	—	田鷄
Fresh Fish, ,,	80	—	鮮魚
Garoupa, ,,	200	—	石斑
Gudgeon, ,,	90	—	白蛉魚
Gurnard, ,,	80	—	紅角
Herrings, ,,	100	—	白黃
,, smoked box	—	—	鹹白
Halibut, catty	110	—	將軍甲魚
Labrus, ,,	190	—	紫花魚
Loach, ,,	130	—	烏魚
Lobsters, ,,	110	—	龍蝦
Mackerel, ,,	—	—	鯖魚
Monk Fish, ,,	—	—	老鼠魚
Mullet, ,,	110	—	鯔魚
Oysters, ,,	140	—	生蠔
Perrotfish, ,,	110	—	鯧魚
Perch, ,,	70	—	鱸
Pike, catty	—	—	花鮫魚
Plaice, ,,	—	—	鞋魚
Pomfret, White ,,	160	—	白鯧
Pomfret, Black ,,	110	—	黑鯧
Prawns, ,,	210	—	明蝦
Ray, ,,	60	—	琵琶沙
Rock Fish, ,,	70	—	石狗公
Roach, ,,	—	—	鯪魚
Salmon, (Canton), ,,	170	—	馬友魚
Shark, ,,	60	—	鯊魚
Salt Fish, ,,	100	—	鹹魚
Skate, ,,	50	—	鰩魚
Shrimps, ,,	140	—	蝦
Snapper, ,,	160	—	立魚
Soles, ,,	140	—	龍沙魚
Tench, ,,	—	—	鯇魚
Turbot, ,,	110	—	左口魚
Turtles, small, fresh water, ,,	300	—	旗魚
Whiting, catty	—	—	長魚
White Bait, ,,	90	—	銀魚仔
Fruits.			菓子
Apples, (California), catty	250	—	金山平菓
,, (Tientsin), ,,	—	—	天津平菓
,, (Japan), ,,	—	—	日本平菓
Bananas, fragrant, ,,	40	—	省城香蕉
,, (brides), ,,	—	—	山香蕉
Chestnuts, Chinese, ,,	100	—	風栗
Carambola, ,,	100	—	楊桃
Cocoanuts, each	70	—	椰子
Ground Nuts, catty	90	—	花生
Grapes, ,,	170	—	鮮提子
Lemons, China, ,,	100	—	檸檬
,, Peel, ,,	—	—	桔餅
Lichees, Dried, ,,	260	—	荔枝乾
,, Fresh, ,,	—	—	荔枝
Limes, ,,	—	—	柠檬
Mango, (Saigon), each	50	—	安南芒菓
,, (Manila), ,,	100	—	呂宋芒
Mangosteen, dozen	—	—	山竹子
Oranges, Sweet, catty	110	—	新會甜橙
,, Green, ,,	90	—	青橙
,, Red, ,,	—	—	紅桔
Olives, ,,	80	—	白欖
Pine-apples, each	70	—	本地菠蘿
Pears, catty	100	—	沙梨
,, (Tientsin), ,,	140	—	天津雪梨
Plum, Red, ,,	80	—	紅李
Pumelo, each	90	—	柚柚
,, (Siam), catty	110	—	暹羅柚
Peach, (Sweet), ,,	—	—	蜜桃
Raisins, Muscatel, ,,	—	—	葡萄乾
,, Pudding, ,,	—	—	葡萄
Water Chesnuts, com. ,,	40	—	馬蹄
,, Mandarin, ,,	60	—	桂林馬蹄
Walnuts, ,,	130	—	合桃
Vegetables, &c.			菜蔬
Artichokes, Shanghai, catty	70	—	上海丫治竹
Beans, (French), ,,	60	—	佛國豆
,, Long, ,,	—	—	豆角
Beet Root, each	30	—	紅菜頭
Brinjals, Green, catty	—	—	青茄筋
,, Red, ,,	50	—	紅茄
Brassica, ,,	30	—	白菜
Bamboo Shoots, ,,	90	—	竹筍
Cabbage, Chinese com. ,,	20	—	芥菜
Cabbage, Shanghai, each	60	—	椰菜
Cauliflower, ,,	140	120	椰菜花
Carrots, catty	50	—	金笋
Celery, Chinese, ,,	30	—	唐芹菜
,, English, ,,	60	—	洋芹菜
Chillies Dried, ,,	180	—	辣椒乾
,, Red, ,,	260	—	紅辣椒
Curry Stuff, English, ,,	40	—	咖喱甘荀
Cucumbers, ,,	70	—	青瓜
Bitter Squash, ,,	120	—	苦瓜
Garlic, ,,	40	—	蒜頭
Ginger, young, ,,	50	—	新子薑
Horse Radish, S'hai, ,,	120	—	力根
Indian Corn, ,,	—	—	粟米
Lettuce, (English), each	10	—	洋生菜
Mushrooms, Fresh, catty	—	—	生草菇
Onions, Bombay, ,,	60	—	洋葱頭
,, Green, ,,	30	—	生葱
,, Shanghai, ,,	—	—	上海葱頭
,, Japan, ,,	40	—	日本葱頭
Okroes, ,,	140	—	毛燕
Parsley, English, bundle	10	—	洋荽
Potatoes, Sweet, catty	20	—	番薯仔
,, Shanghai, ,,	—	—	上海薯仔
,, Japan, ,,	—	—	日本薯仔
,, American, ,,	—	—	花旗薯仔
,, Foochow, ,,	30	—	福州薯仔
,, Macao, ,,	30	—	澳門薯仔
Pumpkin, ,,	20	—	爭瓜
Purslane, ,,	—	—	豬仔菜
Papaw, ,,	25	20	木瓜
Radish, dozen	20	—	紅蘿白仔
Rice, best quality, per picul,	$4.50		上白米
,, Common ,, ,,	$4.10		中白米
Shalots, catty	40	—	蔥頭
Spinage, (Chinese) ,,	—	—	菠菜
Spinach, ,,	80	—	菠菜
Snake Gourd, ,,	40	—	蛇瓜
Tomatoes, ,,	80	—	番茄
Taro, ,,	20	15	芋頭
Turnips, Punti, (Long), ,,	20	—	蘿白
Vegetable Marrow, ,,	—	—	白瓜
,, ,, (Long), ,,	—	—	長節瓜
Water Cresses, ,,	40	—	西洋菜

Wm. MACDONALD,
Assistant Inspector of Markets.

IMPROVEMENT IN POLO PONIES.

London, March 15.—The height of polo ponies at Gibraltar having been raised to 14.1 hands not long ago, it is likely, *Land and Water* learns, that at Malta, where ponies of the same class are played, the same question will be brought forward. The stamp of ponies would be thus greatly improved by the change and the price not necessarily raised. The supply of 14 hand ponies in Tunis is not so large as it was. It is very doubtful, however, whether 14.1 Barbs or Arabs either would find a ready market in England in the height of the polo season, except for members' games or for use in country clubs. *Land and Water* believes that English or Irish-bred ponies of the miniature weight-carrying hunter stamp and Argentines will be pretty generally used in first-class matches and tournaments here in future, and from a well-known stable they will certainly command as high a price as ever.

A New York correspondent of *Land and Water* writes:—'Unfortunately the arrangements which were progressing so favorably for an American team to play polo in England during the coming season have fallen through. To be sure only four players would have gone, but in a short season of, say, six weeks, and with only about half a dozen matches to play, there was little need of one or more substitutes. As I remember, none of the substitutes of the Hurlingham team—which came to America in 1886 were called on to play here; to get four men to go was all that could be expected. Plans had been quietly arranged among themselves. The ponies and players were to have gone separately, and the team would have played only for such cups as were open to all. They had never played together and made no pretensions. The reason of their going was, as much as anything, to learn the offside and hooking mallet game, with a view to its introduction here.'—*New York Herald.*

RAUB.

The Manager's Report for the five weeks ending on 7th April, 1897, runs as follows:—

Raub Hole Section.—In the 220 feet level, the work of extending the different levels is proceeding satisfactorily. In the main level going south, we have not yet succeeded in cutting the main ore-chute, although we are in much further than where I had expected to do so. The ground for the last 30 feet is very much disturbed and thrown about by two cross-courses; what effect these may have on the course of the ore-chute it is difficult to say. It is my intention to continue the level for some distance further: it is now in 380 feet from the crosscut. In the stopes coming in over the back of this level from the No. 2 winze, the lode is from 6 to 8 inches wide, and carries a little gold, but we are hardly up to the main ore-chute yet. There is a large extent of good ground to take out from here to the intermediate drive. In the stopes over the intermediate drive, we are now getting near the top edge of the ore chute. The lode is small, 4 to 6 inches, but carries very good gold. In the main drive going north there is no change to report; the ground still continues very hard black slate with about 4 inches of a lode formation, but no gold. I do not expect to get gold in this drive till I get a decided change in the country. In the crosscut going west from the engine shaft there is no change in the country rock, since we passed through the gold-bearing formation at 125 feet in from the shaft. The country is hard black slate. It is my intention to shortly open out on the gold-bearing formation to see what it is like; there is a good deal of water making from it, which I consider to be a favourable sign.

Bukit Koman.—This section still continues to develop very well all through. In the drive going north at the No. 1 level the lode in the face is I cannot say how wide. We are taking 7 feet in the drive, and allowing the remainder to stand. It is more solid and better defined than it has been for a long distance and shows a little gold. Further back in the drive we are taking the lode out for the full width, 40 to 45 feet, the whole of which is being sent to the mill. In the south end the lode in the face of the drive is 11 feet wide and carries good gold all through. The ground on each side of the lode is harder and better standing ground than we have had for some time. The leading stope coming in over this level is 13 feet wide and carries good gold all through; it is all being sent to the mill for crushing. In the stopes going in from No. 2 to No. 1 air shafts we are raising the richest stone ever got in the mine. The richest in 3 feet wide, and from this to the hanging wall we have 7 to 8 feet of fair ore in which good payable gold can be seen. There appears to be a large extent of this ground, as from the No. 2 air shaft to the face of the level is fully 400 feet of solid ground, which is almost untouched, and contains many thousands of tons of first class ore. In the No. 2 level the lode continues to show very fair gold in both faces. In the face going north the lode is fully 8 feet wide, solid, and well defined, and better progress is being made in extending the drive. Going south there is still from 3 to 4 feet of mullock on the foot-wall side of the lode, which is being sent over the mullock tip. Outside of this on the hanging wall is about 8 inches of good payable ore. This winze being sunk to connect the Nos. 1 and 2 levels is now down to 20 feet in the lode, with good payable gold showing in the bottom. There is still 70 feet to sink to connect it with the level below.

Bukit Jellis.—We have put a double acting steam pump in the shaft, and are now driving south on the lode, which is from 4 to 6 feet wide, but it is a good deal broken up. There is a little gold in the stone, but it is not payable. I have no doubt as the lode gets more solid, it will make better. Although the shaft is only 70 feet deep, it is making a lot of water. Should anything payable be got we shall require a much larger shaft and very much heavier pumping gear.

Western Lode.—The crosscut at the No. 3 level is now in 75 feet from the shaft in hard black slate. We have passed through three small bodies of quartz, none of which carry gold. One at 15 feet in, about 12 to 18 inches wide; one at 35 feet in, 4 inches wide; and one at 64 feet in, about the same width. Between the 1st and 2nd bodies of quartz is where I expected to get the lode; if I do not get something in the next few feet I intend to come back and drive on the first stone cut.

Battery.—This has been kept going full time since the date of my last report. On Monday last, 5th inst., a rough clean up took place; 1,390 tons gave a yield of 3,259 ozs. of amalgam. The battery resumed crushing again the same day at 5.30 p.m. The new Berdan pans have been put in; four to replace others worn out and two additional ones. We are also putting a new bottom in the steel boat, which has been worn out by dragging over the rocks in the Bilut River. We have two new stamper boxes to replace the ones in Nos. 1 and 2 Batteries, which are worn out.

WM. BIDDY.

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THE STORY OF 'A LITTLE DORG.'

A London paper reports a case heard recently at the Guildhall against a man for allowing an unmuzzled dog to be at large. This was the first case since the modification of the muzzling order.—Defendant: Warn't my dorg. 'Pon my word!—Mr Mouckton (the clerk): Did you allow it to be unmuzzled?—Defendant: Did I! In course not; yer see, it wuz like this 'ere. I —— Alderman Newton: I will hear you presently.—Defendant: Ay, ay, capting (Laughter.)—Police-constable Cooper said he saw defendant in Aldersgate Street followed by a dog.—Defendant: Yus! Goin' for a 'arf-ounce o' 'bacca, sir. (Laughter.)—Cooper: It was wearing no muzzle, no collar—in fact, nothing.—Defendant: This 'ere little pup follered me ter git a 'arf-ounce o' cheap bacca at Soloman an' Clarke's. Th' copper ses, 'Is that your dorg?' I ses, 'It is, an' it ain't.' 'E ses, 'I shall summons yer.' I ses, 'Well, 'ere, you take th' dorg. I'll make you a little present of it.' But 'e wouldn't take it. (Laughter.) I picks it up an' ses, 'Take it. It ain't a bad little dorg.' But 'e wouldn't. (Renewed laughter.)—Mr Mouckton: You say it is nothing to do with you.—Defendant: Right, gur'nor. Nar yer got it. (More laughter.)—Alderman Newton: Shilling and costs.—Defendant: 'Ow much?—Cashier Curtis: Three shillings. Will you pay?—Defendant: I shall 'ave to, I s'pose. It's as much as I earn in a week. I can't keep myself, let alone a dorg. Three bob fer bein' kind to a little lorst dorg. Cop me a-doin' it again. (Laughter.)—His complaining voice, adds the matter-of-fact reporter, could be heard after he had left the court.

MEN'S SLEEPING CLOTHES.

There can no longer be any doubt, says a writer in the *Pall Mall Gazette*, that the nightgown, as an article of male attire, has gone out of fashion in England. Our untravelled elders probably adhere to the old wear, but the younger generations are obviously all for pyjamas. Some few shop-windows still expose curiously embroidered or flannel nightshirts for men, but these are but the exception among the many. They may well suggest, however, one reason for the gradual decadence of the nightshirt—its obvious effeminacy. What can a healthy man want with broidered prettiness in bed or a huge gown of flannel? And as the ladies have long since added the night-gown to their store of long flowing garments, it is only fit that men should adopt a characteristic bifurcated garment for the night as well as for the day. But the question may well arise whether this form of sleeping dress, universal as it has become in the last twenty years, is really as satisfactory as it might be. Pyjamas have undoubtedly reached us from the East, as the name alone might tells us, and the climate of India and China is very different to our own, without considering the fact that these string-tied drawers are there used chiefly as a day-garment, and by women as well as by men. But pyjamas as known in London imply two garments instead of one. We have not only the drawers, or pyjamas proper, but also a jacket resembling to some extent a common Asiatic upper garment; and chiefly because of the large amount of epidermis which is too often visible through the ill-closed opening down the front. And whether the opening be secured by turks' head and frogs, or the more Occidental buttons and button holes, wearers of pyjama jackets will readily acknowledge that the ventilating capacity of the garment is decidedly more agreeable in summer than in wintor. In fact, while the popularity of the nether garment is readily understood, owing to its non-slipping properties in bed, and its seemly appearance (compared with that of a night-shirt) in hotel passage or on early morning deck parade at sea, one can find little or no praise for the jacket which is now its invariable companion. Even in hot weather, it is far more comfortable to sleep in a thin skin-tight jersey than in this half-buttoned, halfway-up-your-back jacket; while in winter, unless some sort of cummerbund be worn in addition, the resulting feeling of chilliness round the waist is enough to drive a faint-hearted subject to the gruesome flannel nightgown recommended by the health people.

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Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

23rd to 29th April.

Day of Week	Day of Month	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h m	ft. in.	h m	ft. in.
Fri.	23	No inferior 0 52 a	high-water. 4 8	nor low-water. 9 26 a	0 10
Sat.	24	No inferior 2 12 a	high-water. 4 2	nor low-water. 10 34 a	0 6
Sun.	25	No inferior 3 44 a	high-water. 3 8	nor low-water. 11 33 a	0 6
Mon.	26	m 7 17 5 12 a	2 6 0 5	m 11 27	2 1
Tues.	27	m 7 23 6 29 a	2 0 3 3	m 0 18 0 35 a	0 8 1 6
Wed.	28	m 7 25 7 32 a	3 1 3 1	m 0 51 1 27 a	0 4 0 10
Thur.	29	m 7 52 8 26 a	3 6 2 11	m 1 26 2 6 a	0 3 0 3

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74.—Fletcher & Co.

G

135.—Gande, Price & Co.
132.—Garrels, J. H., Residence.
48.—Gas Co., East Point.
47.— Do. West Point.
150.—Gaupp & Co.
31.—Gibb, Livingston & Co.
44.—Government House.

H

156.—Hall, F. W., Residence.
171.—Hancock A., Residence.
50.—Harbour Master.
99.—Harling, Buschmann & Menzell.
86.—Harling, G., Residence.
35A.—Harrison, W. Stuart, Residence.
95.—Haskell, D., Residence.
92.—Hermann, C., Residence.
113.—Him Kee & Co.
27.—Holliday, Wise & Co.
101.—H. C. & M. S. Co., Office.
102.—H. C. & M. S. Co., Wharf.
126.—Hongkong Fire Insurance Co.
9.—H. & S. Bank.
84.—H. & S. Bank, Mess.
1.—'Hongkong Telegraph' Office

HOSPITALS.

26.—Hospital, Alice Memorial.
80.— Do. Government Civil.
115.—Hospital, Nethersole.
3.— Do. Peak.
110.—Hospital, Naval.
175.— Do. Tung Wah.

HOTELS.

32.—Hotel, Hongkong.
35.— Do. Mount Austin.
56.— Do. New Victoria.
29.— Do. Peak.
170.—Hotel, Windsor.

82.—Ho Tung, Praya West.
77.— Do. Praya Central.
59.— Do. Residence.
37.—Humphreys, J. D., Residence.
68.—Humphreys, J. D., & Son.

K

108.—Kaw Hong Take
185.—Kelly & Walsh.
185A.— do. Book Binding Dept.
64A.—Kennedy, J., Causeway Bay.
64.— Do. do. Horse Repository.
107.—Kin Fat Hong.
141.—Kinghorn, J. W., Office.
120.—Kirch & Co.
151.—Kruse & Co.

J

178.—Joo-Tek Shing.

L

91.—Lamke & Rogge.
97.—Lane, Crawford & Co.
117.—Land Investment Co.
309.—Layton, B., Office.
96.— Do., Residence.
17.—Leigh and Orange.
179.—Lloyd's Register.

M

106.—Man Chuen Yuen.
98.—Man On Insurance Co.
118.—Marty, A. R.
112.—Melchers & Co.
131.—Meyer & Co.
114.—Meyer & Co., Godown.
124.—Meyer & Co., North Point.
157.—Michaelsen, S. C., Residence.
155.—Mitsui Bussan Kaisha.
164.—Mitsui Bussan Kaisha Branch Office.

N

125.—Nam Tai Insurance Co.
5.—Nam Wo & Co.
146.—National Bank.
109.—Naval Yard.

O

119.—Opium Factory.
46.—Opium Farm.
174.—Osborne E., Residence.

P

176.—Palmer and Turner.
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
147.—Playfair, G. W. F., Residence.
15.—Police Station, Central.
184.—Potts, W. Hutton, Residence.

R

34.—Ray, E. C., Residence.
51.—Ray and Davies.
103.—R. E. Guard Room.
104.—R. E. Mess.
140.—Reuter, Brockelmann & Co.
76.—Richardson R. L. Residence.
19A.—Ritchie, H. A.
30.—Ritchie, H. A., Residence.
45.—Rope Factory.
169.—Ross A., Residence.

S

13.—Sachse, Ps, Residence.
52.—Sailors' Home.
4.—Sanitarium, Pok-foo-lum.
94.—Sassoon, M. S. & Co.
49.—Shewan, Tomes & Co.
181.—Siebs, N. A., Residence.
81.—Siemssen & Co.
173.—Smith, A. Findlay.
166.—Skott H., Residence.
139.—Soap Factory, Shaukiwan.
100.—Sperry Flour Co.
61.—Stevens, G. R., Office.
62.— Do. do. Residence.
153.—Straits Insurance Co.
53.—Sui Kut Bank.

T

14.—Telegraph Companies.
28.—Tomes, C. A., Residence.
137.—Tong Lee Chan, Office.
138.—Tong Lee Chan, Shaukiwan.
54.—Tram Station, Peak.
93.—Tung Kee & Co.

V

136.—Vacuum Oil Co.

W

16.—Watson A. S., & Co.
6.—Wharf & Godown Co., Head Office.
7.—Wharf & Godown Co., Kowloon.
21.—Wharf & Godown Co., Wanchai.
33.—Wharf & Godown Co., West Point
57.—Wickham, W. H., Residence.
165.—Wieler & Co.
144.—Wing Kee & Co., Office.
145.— Do., Godown.
63.—Wo Kee & Co.

Y

161.—Yan Woo Co.
38.—Yuen Fat Hong.
79.—Yeun Larn Kee.
177.—Yuen Hop.

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'Hongkong Telegraph.'
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Kowloon Docks.
Lane, Crawford & Co.
Lauts, Wegener & Co.
Meyer & Co.
North China Insurance Co.
Tramway Company.

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For full particulars, &c., &c.
Apply to

W. STUART HARRISON,
Manager.

Hongkong, January, 1897. 103

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of '*Notes and Queries on China and Japan*,' has reached its Twenty-second Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of *China Mail* Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

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OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising *Review*.'—*Northern Christian Advocate* (U.S.)

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'A substantial and reliable *Review* which all students of China and the Chinese would do well to patronise.'—*Chrysanthemum.*

'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," shewing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News.*

'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:— The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

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ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

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Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$125	all	174 % prem. = $342.50, sellers
Bank of China & Japan, Limited preference shares	39,950	£5	£5	nom.
" ordinary "	199,875	£8	£2.10	nom.
" deferred "	1,250	£1	£1	£5, buyers
National Bank of China, Limited	...	£10	£8	$28, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$250	$50	$185
China Traders' Insurance Co., Ld.	24,000	$83.33	$26	$79, sellers
North-China Insurance Co., Ld.	5,000	£100	£25	Tls. 192, sellers
Straits Insurance Co., Ld.	30,000	$10	$20	$19¼, sellers
Union Insurance Society, Ld.	10,000	$250	$50	$230, sellers
Yangtsze Insurance Association, Ld.	8,000	$100	$60	$165
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$100	$20	$102, sales and sellers
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$352½, sellers
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STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$50	all	$69
Douglas Steamship Co., Limited	20,000	$50	all	$60, sales
HK. C. and M. Steamboat Co., Ld.	80,000	$15	$15	$35½, sales and buyers
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China Mutual S. N. Co.	20,000	£10	£10	£7, buyers
			£10	£5.10
Do. (new issue)	20,000	£10	£5	£2.5
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Luzon Sugar Company, Limited	7,000	$100	all	$44½, buyers
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Wanchai Warehouse and Storage Company, Limited	2,600	$100	$37½	$43½, sales
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$100	$50	$78, sales and buyers
Kowloon Land and Building Company	6,000	$50	$30	$16
Humphreys' Estate & Finance Co.	25,400	$10	all	$8¾, sales
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Jelebu Mining & Trading Co., Ld.	40,000	$5	all	$2.35, sales and buyers
Punjom Mining Co., Ld.	60,000	$4	all	$5, sellers
Société Française des Charbonnages du Tonkin	12,000	Fcs. 500	all	$80, sales and buyers
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" " Preference shares	75,000	$1		$1.60, sellers
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	B 20,000	$5	$2½	$6½, sellers
	25,000	$5	$1	—
PLANTING, ETC.				
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HOTELS, ETC.				
Hongkong Hotel Company, Lt.	12,000	$50	all	$38, buyers
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$10	all	$12½, sales
Dakin, Cruickshank & Co., Ld. in Liq.	50,000	$5	all	in liquidation
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HK. and China Gas Co., Limited	7,000	£10	all	$110, buyers
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Green Island Cement Co., Ld.	20,000	$10	$10	$30, sales and sellers
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Hongkong Bakery Company, Ld.	600	$50	all	$30
Hongkong Dairy Farm Co.	10,000	$7½	$5	$5, nom.
Hongkong Ice Company, Limited	5,000	$25	all	$110, sales and sellers
H'kong Rope Manufactory Co., Ld.	5,000	$50	all	$154, sales
Ewo Cotton Spinning and Weaving Co., Ld.	10,000	Tls. 100	Tls 100	Tls. 89, sales and sellers
International Cotton Manufacturing Co., Ld.	10,000	Tls. 100	Tls 100	Tls. 100, sales and sellers
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls 100	Tls. 97½, buyers
Carmichael & Co., Ld.	2,000	$25	$20	$8
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls 500	Tls. 520

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	5 c	Storm	Danish str.	426	April 13	Arnhold, Karberg & Co.	Tamsui	To-morrow
Ariake Maru	5 c	Asai	Japan. str.	1886	April 14	Mitsui Bussan Kaisha	Kobe & Yokohama	To-morrow
Ask	5 h	Hygom	Danish str.	654	April 20	A. R. Marty	Haiphong	To-morrow
Belgic	5 c	Rinder	Brit. str.	2695	Jan. 28	O. & O. S. S. Co.	San Francisco	To-morrow
Benvenue	3 k	Sarchet	Brit. str.	1468	April 20	Gibb, Livingston & Co.		
Catherine Apcar	6 k	Olifent	Brit. str.	1733	April 17	David Sassoon, Sons & Co.	S'pore & Calcutta	To-morrow
China	...	Voss	Ger. str.	1114	Mar. 29	Siemssen & Co.	....	Jos'tan Dock
Chow Tai	2 c	Morris	Brit. str.	1115	April 16	Yuen Fat Hong		
Chuashan	...	Murphy	Brit. str.	1281	April 12	Bradley & Co.	....	K'loon Dock
Deucalion	5 k	Branch	Brit. str.	1374	April 18	Butterfield & Swire	Sandakan	24th inst.
Empress of India	5 h	Marshall	Brit. str.	3003	April 20	C. P. R. Co.	Vancouver, B.C.	28th inst.
Erato	2 c	Ostermann	Brit. str.	6700	April 19	Siemssen & Co.		
Freja	3 c	Funder	Danish str.	390	April 22	A. R. Marty		
Fushun	3 h	Lunt	Chi. str.	1504	April 22	C. M. S. N. Co.		
Glaucus	3 c	Barwise	Brit. str.	3590	April 20	Butterfield & Swire	Singapore	To-day
Glenavon	5 c	Pithie	Brit. str.	1935	April 21	Jardine, Matheson & Co.		
Martha	3 c	Ohlerich	Ger. str.	1419	April 18	Order		
Mathilde	3 c	Berg	Ger. str.	600	April 21	Jebsen & Co.		
Mongkut	3 c	Calder	Brit. str.	859	April 22	Yuen Fat Hong	Bangkok	25th inst.
Oanfa	5 c	Baxter	Brit. str.	1970	April 22	Holliday, Wise & Co.		
Petrarch	3 c	Schall	Ger. str.	1252	April 21	Wieler & Co.		
Socotra	5 c	Paine	Brit. str.	3919	April 21	P. & O. S. N. Co.	Kobe	To-morrow
Strathallan	8 c	Macoubrey	Brit. str.	1500	April 22	Jardine, Matheson & Co.		
Tai Lee	5 c	Calender	Ger. str.	828	April 19	Meyer & Co.		
Thales	5 h	Douglas	Brit. str.	820	April 22	Douglas Steamship Co.	Swatow, &c.	25th inst.
Uranus	2 k	Gortuolo	Span. str.	697	April 19	Chinese		
Verona	5 c	Tocque	Brit. str.	1950	April 20	P. & O. S. N. Co.	Yokohama	To-morrow
Whampao	3 c	Vaughan	Brit. str.	1219	April 14	Butterfield & Swire	Shanghai	To-day
Wuotan	3 c	Jacobsen	Ger. str.	1200	April 12	Lauts, Wegener & Co.		
Yamashiro Maru	5 c	Jones	Japan. str.	1167	April 20	Nippon Yusen Kaisha	Sydney, &c.	To-morrow
Yuensang	3 c	Waddilove	Brit. str.	1106	April 17	Jardine, Matheson & Co.	Manila	To-morrow
Sailing Vessels.								
Atlantic	2 k	Kelkenberg	Ger. bqe.	633	Mar. 31	Lee Kee		
Brunel	2 c	Frampton	Brit. bqe.	1555	April 9	Standard Oil Co.		
Carrier Dove	3 k	Brandt	A. 4-m. sch.	635	Mar. 26	J. C. Epperly		
Charon Wattana	5 2	Pannenberg	Siam. bqe.	656	April 19	Order		
Falls of Dee	2 k	Lock	Br. 4m. sh.	1845	Feb. 16	Standard Oil Co.		
Henry Failing	2 k	Merriman	Amer. sh.	1899	Feb. 28	Order		
Kambira	5 c	Brownell	Brit. sh.	1885	Mar. 4	Master		
Landseer	8 c	Stahl	Amer. sh.	1748	April 12	Dodwell, Carlill & Co.		
Mary L. Cushing	8 c	Pendleton	Amer. sh.	1575	April 12	Arnhold, Karberg & Co.		
Port Stanley	2 k	Williams	Br. 4m. bk.	2187	April 6	Standard Oil Co.		
Stanfield	3 c	Wilson	Brit. bqe.	635	April 2	Master		
Torrisdale	8 c	Buchanan	Br. 4m. bk.	2184	Feb. 6	Standard Oil Co.		
West York	5 k	....	Brit. bqe.	688	Oct. 18	Order		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	12	3000	Commander F. G. De Lisle	Taiwanfoo
Archer	cruiser 3rd class	1770	16	3500	Comd. C. J. Kingsmill	Manila
Centurion*	twinscrew battle ship	10,500	41	13,000	Captain Spencer H. Login	Hongkong
Daphne	sloop	1140	16	2000	Commander MacArthur	Manila
Esk	g-bt. 3rd class coast defence	363	9	200	Lt.-Com. Cladwick	Ichang
Firebrand	gunboat 2nd class	455	6	360	Lieut.-Com. Vernon Maud	Hongkong
Grafton†	twin-screw cruiser, 1st class	7350	36	12,000	Captain E. P. Jones	Shanghai
Handy	torpedo boat destroyer	260	6	4000	Lieut. A. Gillespie	Hongkong
Hart	torpedo boat destroyer	260	6	4000	Lieut. H. F. Shakespear	Hongkong
Humber	storeship	6-0	—	860	Commander F. W. Wyley	Hongkong
Immortalité	armoured cruiser, 1st class	5600	34	8500	Captain Edward Chichester	Chemulpo
Iphigenia	cruiser 2nd class	3600	21	900	Capt. H. T. Dudding	Singapore
Linnet	gun-vessel 2nd class	756	8	870	Commander R. C. Sparkes	Tientsin
Narcissus	armoured cruiser, 1st class	5600	34	8500	Captain Wm. C. C. Forsyth	K'loon Dock
Peacock	gunboat 1st class	[illegible]	10	1200	Lieut. P. S. St. John	Nagasaki
Pigmy	gunboat 1st class	770	10	1200	Lieut. Dormer	Singapore
Pique	cruiser 2nd class	3600	21	9000	Capt. A. C. Corry	Singapore
Plover	gunboat 1st class	[illegible]	10	1200	Lieut. Spencer V. Y. de Horsey	Shanghai
Rainbow	cruiser 2nd class	3600	21	9000	Capt. V. A. Tisdall	Hongkong
Rattler	gunboat 1st class	715	10	1200	Lt.-Com. Hon. G. A. Hardinge	Hongkong
Redpole	gunboat 1st class	805	10	1200	Lieut.-Com. E. H. Grafton	Woosung
Swift	gun-vessel 2nd class	756	8	870	Capt. R. K. McAlpine	Hongkong
Tamar	ex-transport	2047	—	—	—	Hongkong
Tweed	g-bt. 3rd class coast defence	363	5	200	—	Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore S. Holland	Hongkong
Wivern	coast defence ship, armour...	2750	12	1000		Hongkong

Torpedo-Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral Sir Alexander Buller, K.C.B. † Flagship of Rear-Admiral Oxley.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns	H.P.	Captain.	Where at.
Admiral Kornieloff	Russian cruiser	5600	32	6000	Captain Molas	Nagasaki
Admiral Nakhimoff	Russian cruiser	7781	32	9500	Captain Kesherininoff	Nagasaki
Africa	Portuguese transport	1993	—	—	Capt. Antonio Sergio de Souza	Macao
Aleout	Russian gunboat	810	2	730	Captain Parenego	Vladivostock
Arcona	German cruiser	2300	18	2400	Captain Becker	Yokohama
Argus	Spanish gunboat	508	2	600	Commander R. Cabezas	Manila
Aspic	French gunboat	455	4	450	Commander Journet	Bangkok
Bayard	French flagship	6010	26	4400	Commander Fertin	Saigon
Bengo	Portuguese gunboat	462	5	400	Capt. A. T. Da Costa e Silva	Macao
Bobre	Russian sloop	950	13	1150	Captain Molas	Nagasaki
Boston	U. S. cruiser	3000	8	3500	Captain F. Wildes	Hongkong
Castilla	Spanish cruiser	3:60	22	2690	Capt. A. Martin de Oliva	Manila
Cebu	Spanish troopship	532	2	600	Lieut. A. Barrera	Manila
Comète	French gunboat	495	4	500	Capt. Simon	Shanghai
Cormoran	German cruiser	1640	8	2800	Capt. Brussatis	Nagasaki
Descartes	French cruiser	4010	22	—	Capt. Bernard	*en route*
Detroit	U. S. cruiser	2200	16	5400	Capt. Reiter	Singapore
Dimitri Donskoi	Russian cruiser	6000	16	7000	Captain Witthoff	Chemulpo
Don Antonio de Ulloa	Spanish cruiser	1200	13	1523	Com. E. Robion	Manila
Don Juan de Austria	Spanish cruiser	1130	14	1500	Commander J. de la Concha	Manila
Eclaireur	French cruiser	1658	8	2050	Capt. Texier	Saigon
Elcano	Spanish gunboat	560	7	600	Lieut. Com. F. Escudero	Manila
Gaidamak	Russian gunboat	500	9	3500	Capt. Serebrennikff	Nagasaki
General Alava	Spanish troopship	1200	2	1000	Capt. R. Rodriguez Trujillo	Manila
General Lezo	Spanish gunboat	520	6	6:0	Lieut.-Com. R. Benavente	Manila
Gremiastchy	Russian gunboat	1490	12	1330	Capt. Bouchanoff	Nagasaki
Irene	German cruiser	4400	22	8000	Commander du Bois	Yokohama
Isla de Cuba	Spanish protected cruiser	1048	10	2200	Commander D. Regalado	Manila
Isla de Luzon	Spanish protected cruiser	1048	10	2200	Commander P. Barreto	Manila
Kaiser	German flagship	7677	15	7800	Captain Zeye	Nagasaki
Kaiser Franz Josef I	Austrian cruiser	4000	29	10,000	Capt. Yedina	Amoy
Koningin Wilhelmina	Nederland cruiser	—	—	—	Capt. W. J. Derx	Yokohama
Korejetz	Russian sloop	1200	9	2150	Capt. Lindestroem	Yokohama
Kreiser	Russian sloop	1330	13	1200	Capt. Beklemishoff	Nagasaki
Lion	French gunboat	500	6	500	Lieutenant Gauchet	Saigon
Machias	U. S. cruiser	1200	16	1600	Commander Mackenzie	Corea
Manila	Spanish transport	19.0	2	750	Lieut.-Com. J. J. Osamis	Manila
Mandshur	Russian sloop	1200	9	1400	Commander Andruff	Nagasaki
Marques del Duero	Spanish gunboat	500	5	550	Lt.-Com. S. Moreno de Guerra	Manila
Monocacy	U. S. sloop	1370	6	850	Com. O. W. Farethot	Tientsin
Olympia	U. S. flagship	5800	14	13,500	Captain J. J. Read	Yokohama
Otvajny	Russian gunboat	1490	12	2000	Captain Radloff	Nagasaki
Pamiat Azova	Russian cruiser	6060	33	8000	Captain Virenius	Nagasaki
Panther	Austrian cruiser	1540	10	—	Commander Koppel	Amoy
Pascal	French cruiser	4800	30	—	—	*en route*
Pluvier	French gunboat	545	8	450	Lieut.-Commander Videl	Bangkok
Prinzess Wilhelm	German cruiser	4400	22	8000	Captain Thiele	Yokohama
Reina Cristina	Spanish cruiser	3090	19	4800	Capt. L. Cadarso	Manila
Rurik	Russian flagship	11,500	48	18,500	Comdr. Rodionoff	Nagasaki
Silatch	Russian gunboat	—	—	—	Captain Baranoff	Vladivostock
Sivoutch	Russian cruiser	950	13	1120	Captain Astromoff	Vladivostock
Surprise	French gunboat	—	—	—	—	*en route*
Velasco	Spanish gunboat	1152	7	1600	Commander F. Reboul	Manila
Vipere	French gunboat	450	4	425	Commander Journet	Bangkok
Vsadnik	Russian gunboat	500	9	3500	Capt. Roguila	Nagasaki
Yorktown	U. S. cruiser	1700	16	3650	Commander Stockton	Nagasaki
Zabijaka	Russian cruiser	1230	12	1470	Commander Vandersroff	Nagasaki

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